

HOTELS.

HONGKONG
HONGKONG HOTEL: REPULSE BAY HOTEL; PEAK HOTEL
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ASTOR HOUSE HOTEL; PALACE HOTEL;
GRAND HOTEL KALEE; MAJESTIC HOTEL.
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HOTELS,
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 In association with the Grand Hotel
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THE PREMIER HOTEL IN KOWLOON.

First Class Billiard Room & Saloon Bar.
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 Tels. K.608 and K.609. Cable address: KOWLOTEL, Hongkong.
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 FRANK L. COOKE, Proprietor.

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 HOTEL LAUNCH MEETS ALL STEAMERS.
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 DANCING AFTER DINNER.
 EVERY MONDAY, WEDNESDAY AND SATURDAY,
 TEA DANCES
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The Hotel Orchestra under the Direction of
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QUEEN'S THEATRE

Pleasure House De-Luxe

TO-DAY

at 2.30, 5.15, 7.15 and 9.15 p.m.

ALICE LAKE

IN

"KISSES"

A Comedy Drama of Business
 and Bon-Bons

Usual Price

Telephone No. Central 4636.

Board of Conservancy Works of Kwangtung.
 Waterlevels in English Foot 10 a.m.

Place of Observation	Highest W.L. ever recorded Foot	Lowest W.L. ever recorded Foot	1924	
			July 2	July 3
Wuchow West River	+ 79.50	-2.42	+ 13.3	+ 13.6
Kongmoon "	+ 14.70	-0.80	+ 25.0	+ 23.8
Linkongchow North "	+ 57.00	0	+ 3.1	+ 6.5
Shichow "	+ 35.81	0	—	—
Samsui "	+ 27.25	-5.00	—	—
Shaklung East "	+ 15.15	-0.98	+ 10.3	—

BIG HAUL OF OPIUM.

Hand-to-Hand Fight With
Smugglers.

Madras, June 12. How, after a struggle in the fore-castle of a steamer, a large quantity of smuggled opium was seized by the police is told by a Cocosoda correspondent, curiously enough the name of the steamer being the same as that of the port at which the incident occurred.

The correspondent says that when the Rangoon steamer "Cocanada" had finished taking in passengers and cargo and all the boats had left her side, a solitary fishing dhoni was seen putting out from shore. The cargo superintendent of the Cocanada, who is an agent of the B. I. Company at this port, saw this from the steamer and, with two head constables and a marine patrol, kept the craft under observation. It went up to the fore-castle of the ship and the smugglers and their contraband were hauled up by a band of Lascars by ropes and let down through the anchor hole. As soon as the fishermen were inside, the policemen entered the crew's quarters. The cargo superintendent laid his hand upon one of the Lascar party, but was assaulted by the others, about 15 in number. In the scuffle, he and one of the head constables were severely handled, but succeeded in bringing the opium on to the main deck. Meanwhile, the smugglers jumped into their dhoni and were making for the land. Shots were fired to induce them to return, but they were out of range and made their escape.

The commander had the crew mustered on deck and the assailants were placed under arrest. Two Lascars and the opium were handed over.

The captain and officers rendered effective assistance in quelling the disturbance and seizing the opium.

The opium weighed 31 lbs., and represents by far the biggest catch made at this port in recent years.

GLIDING IN GERMANY.

Schoolmaster Breaks the Record.

Air-sailing and air-gliding in Germany made no great progress last year, as both weather and general circumstances were against competitors in trial flights in the Rhon. This year's experiment among the sand-dunes near Rosstien, in East Prussia, have proved more interesting. German aviation experts are saying, now that the trial flights are concluded, that the results obtained from auxiliary motors on air-gliders are, contrary to expectation, most unsatisfactory: the young airman, Martens, who made the first record gliding trip two years ago, did very little this year with a 5 h.p. motor attached to his craft. The dunes which formed the scene of experiment are said to be ideal for the purpose, and the trials ended with certain positive results. For the first time in Germany, exact calculations have been made of speed and gradation while gliding during a complete calm.

The greatest achievement at this air-meeting is the breaking of the air-sailing record by Herr Schulz, an elementary school-teacher in private life, who remained in the air for 8 hours and 42 minutes. This enthusiastic sailed upon his own home-made craft, so strongly reminiscent, in the main parts of its construction, of that primitive means of flying used by the witches in the German fairytales that it was nicknamed "The Broomstick." Not only were broomsticks actually used as its main foundation, but its owner and maker sat upon a seat made from the lid of a lard tub. Herr Schulz possessed neither leather jacket nor gloves, and the only change of position possible during his eight hours in the air was the shifting of right foot before left foot, and back again, on the very narrow ridge upon which his feet rested, with no other support.

Public attention is being called to the devoted enthusiasm and unwavering perseverance of men such as these whose infinitesimal salaries are to keep body and soul together, but who save enough both for expenses in connection with the meeting and to take out patents for their perilous craft.

POST OFFICE NOTICES.

In consequence of an alteration in the day of departure of the Weekly Trans-Siberian train from Moscow, the mails for Hongkong via Siberia are now despatched from London on Wednesdays instead of Thursdays.

INWARD MAILS.

From	Per	Due.
Straits	Tatda	6th July
Shanghai	Tientsin	6th
Europe via Nagsalam (Paper only, London June 5th.)	Hong Hwa	16th
U.S.A. Honolulu Japan & Shanghai	President Cleveland	6th
Shanghai	Angers	6th
Shanghai	Bonchov	6th
Australia	Victoria M.	7th
Australia & Manila	Tai Yuan	7th
Canada U.S.A. Japan, Shanghai & London via Canada—London 5th June.	Empress of Canada	7th
Europe via Suez (Letters & Papers—London 12th June & Parcel 5th June.)	Pello	10th
Straits	Kitano M.	15th
Japan & Shanghai	Yoshino M.	15th
U.S.A. Canada Japan & Shanghai	Haradha	16th
Australia & Manila	Aki M.	16th
Straits	Saarbrücken	20th
U.S.A. Honolulu Japan & Shanghai	President Adams	22nd
Straits	Harna M.	29th
Japan & Shanghai	Hakzel M.	29th

OUTWARD MAILS.

For	Per	Date.
Manila	Pres. Cleveland	Mon., 6 inst., 9 a.m.
Amoy	Kiangsu	Mon., 6 inst., 9 a.m.
Manila	Hyson	Mon., 6 inst., 9 a.m.
Straits, Amoy & Formosa	Amakusa M.	Mon., 6 inst., 9 a.m.
Samsui & Wanchow	Kwangyong	Mon., 6 inst., 10 a.m.
Shanghai & Japan	Arabi M.	Mon., 7 inst., 8.30 a.m.
U.S.A., Canada, O. & S. America & Europe via San Francisco	West Islip	Mon., 7 inst., 8.30 a.m. (Due San Francisco 1st at 31st July)
Straits, Ceylon, & South Africa	Tecoma M.	Mon., 7 inst., 1.30 p.m.
Straits & Egypt	Plemus	Mon., 7 inst., 2.30 p.m.
Swatow	Hydrangea	Mon., 7 inst., 3.30 p.m.
Hoikow Pakhoi & Haiphong	Taming	Tues., 8 inst., 8.30 a.m.
Java via Batavia	Tijkarsg	Tues., 8 inst., 10 a.m.
Japan, Canada, U.S.A. & S. America & Europe via Victoria B.C.	Philactica	Tues., 8 inst.
Amoy	Ranking	Tues., 8 inst., 10.30 a.m.
Swatow & Hongkong	Kayong	Tues., 8 inst., 1 p.m.
Swatow, Amoy & Foochow	Haining	Tues., 8 inst., 1 p.m.
Swatow	Kwangyong	Wed., 9 inst., 8.30 a.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa	Soudan	Wed., 9 inst., 10.30 a.m.
Amoy	Tibodas	Wed., 9 inst., 2.30 p.m.
Swatow	Huichow	Wed., 9 inst., 2.30 p.m.
Straits & Calcutta	Chih bus	Thurs., 10 inst., 12.30 p.m.
Manila	Lidang	Thurs., 10 inst., 1 p.m.
Swatow, Amoy & Foochow	Eup. of Canada, Thurs.	10 inst., 3.30 p.m.
Manila	Haikong	Fri., 11 inst., 2.30 p.m.
Manila, Sandakan Australia & New Zealand via Thursday Is.	Cycle	Fri., 11 inst., 2.30 p.m.
Manila	Taiyuan	Fri., 11 inst.
Straits, Ceylon India Mauritius, E. & S. Africa, Egypt & Europe via Marseilles	Registration	1.45 p.m.
Manila	Letters	2.30 p.m.
Manila	Yuehsang	Fri., 12 inst., 19 a.m.
Manila	Karmala	Parcels 11th 5 p.m.
Manila	Registration	9.45 a.m.
Manila	Letters	10.30 a.m.
Manila	(Due Marseilles 10th Aug.)	
Manila	Tyndrene	Sat., 2 inst., 6 p.m.
Manila	Hising	Sat., 2 inst., noon.
Manila	Fushimi M.	Wed., 16 inst.
Manila	Registration	8.45 a.m.
Manila	Letters	9.30 a.m.
Manila	(Due Marseilles 17th Aug.)	
Manila	Yoshino M.	Tues., 16 inst.
Manila	Registration	9.15 a.m.
Manila	Letters	9.30 a.m.
Manila	(Due Thursday Is 27th July)	
Manila	Kitano M.	Wed., 16 inst., 10.30 a.m.
Manila	Aki M.	Wed., 17 inst., 9.30 a.m.
Manila	Harna M.	Tues., 29 inst., 10.30 a.m.
Manila	Hakozaki M.	Wed 30 inst.
Manila	Registration	8.45 a.m.
Manila	Letters	9.30 a.m.
Manila	(Due Marseilles 31st Aug.)	

— Resemblance bearing vessel's name only.

PASSENGERS ARRIVED.

Per A.O.L.'s President Madison, July 4th, from U.S.A., Victoria, Japan and Shanghai. Hon. Mr. and Mrs. E. E. Brodie, Master Geo. Brodie, Miss M. Brodie, Mrs. E. G. Brumby, Mr. C. S. Chen, Mrs. V. C. Durrachmidt, Miss Olga Durrachmidt, Mrs. Fong Shee, Mr. C. F. Gardner, Mr. and Mrs. W. J. Hoos, Master Alex. Hoos, Miss R. Hoos, Mrs. Kwong Shee, Mrs. H. S. Komor, Mr. Lee Kepment, Miss Doris Lo, Mr. Tom Law, Mr. and Mrs. E. Letao, Mrs. Liu, Master Liu Sing-si, Master Wai Liu, Master Yat Liu, Master Shan Liu, Miss Kok Liu, Miss Fan Liu, Mr. G. H. Mitchell, Mr. P. R. Murray, Mr. R. L. Morton, Mr. and Mrs. Thos. Neave, Mr. and Mrs. P. S. O'Young, Miss O. Remedios, Mr. Moy Sam, Mr. Moy Nie-sing, Mr. S. P. Smith, Miss H. Santos, Mr. Joe Shinni, Mr. Liru Mack Van, Mr. Lim Mee-ying, Mr. Ling Yee, Mr. Yee Wood, Lt. Comdr. J. M. Ashley, Miss S. Andrieu, Miss Mary W. Ball, Mr. and Mrs. Archie L. Brooks, Master R. L. Brooks, Miss Nell Waldron, Mr. M. W. Becker, Mr. C. Backus, Pvt. E. Bryant, Dr. C. L. Bartlett, Mrs. A. B. Court, Master John Court, Mr. S. J. B. Doucette, Mr. Em. J. Dow, Mr. J. D. Delbourgo, Mrs. J. Delbourgo, Master Victor Delbourgo, Father G. T. Eberie, Mr. Geo. E. Flynn, Sgt. Fielderboom, Mr. E. J. Gisel, Mr. J. H. Guthrie, Miss Myrtle Halstead, Mr. John H. Hutchinson, Mr. Go. M. Ivery, Mr. and Mrs. W. Irons, Capt. C. F. Johnson, Mr. Cyrus Knutson, Mr. S. Kita, Miss M. I. L. Kingsley, Mrs. M. R. McCune, Miss F. McCune, Mr. John Mullen, Father J. A. Mulry, Mr. John J. McEleny, Mr. and Mrs. W. W. Mohan, Mr. and Mrs. J. D. Menezarine, Master M. Menezarine, Mr. G. E. Nathan, Miss Pamela Nathan, Mr. V. D. O'Brien, Miss

"TERRIBLE STOCK SERMON."

Utterances No-One Wants to Hear.

"Oh for a forty-parson power!"

Byron.

The Bishop of Exeter comes down severely on the "terrible stock sermon" in the current issue of the *Diocesan Gazette*.

"Everything said is perfectly safe," he adds. "It has been said before a thousand times—the preacher is preaching, not because he has anything to say to the people, but because he must preach."

The result of this state of things, as pictured by the Bishop, is that "the boys play games in the corner, the girls have giggled confidences with one another, the farmer considers how he will sell his stock at the market, the squire thinks of his next shooting party, the choirboys turn over their chants, and the preacher is glued to a manuscript which means nothing to him and nothing to those who are listening to him."

The Bishop observes, however, that few people know how hard it is to preach sermons Sunday by Sunday, and recalls that it has been said that everybody can preach one good sermon, most men can preach two, men of brilliance can preach half a dozen, but that no one can preach 100 or so good sermons a year.

E. O'Malley, Mrs. Thos. H. Powell, Master Thos. Powell, Jr., Master Robert Powell, Miss Ruth Powell, Miss Paine, Dr. T. P. Panillo, Mr. Victor Smith, Mr. R. H. Sabella, Mr. P. A. Santiago, Mr. J. F. Sweeney, Mr. Hwang Sek-ying, Mr. S. J. Toolin, Mr. C. V. Wicker, Miss and Mrs. Dorothy E. Wicker, Mr. E. J. Whaler and Sgt. J. Wisel.

AMUSEMENTS

ANITA STEWART

"Sowing The Wind."

"Felix Goes On Strike."

Today at 2.30, 5.15, 7.15 and 9.15 at

THE CORONET.

THE STAR

LAST TIME TODAY

PAULINE STARK

IN

SALVATION NELL

SUNDAY

JACK HOXIE
 IN
 THE RAW

REG. DENNY
 ROUND 14
 LEATHER PUSHERS

EXTRA SPECIAL ENGAGEMENT

5.30 TO-DAY ONLY 9.15

The World Celebrated Polish
 Musician

Lambert Bi-Bo

AND HIS

FAMOUS ONE MAN JAZZ BAND.

Playing at one and the same time ten different instruments.

WORLD THEATRE

Wednesday, 2nd. to Saturday, 5th.
 at 5.15 p.m. and 9.15 p.m.

FLORENCE VIDOR AND MONTE BLUE

IN AN ELABORATE PICTURIZATION OF
 SINGLAR LEWIS NOVEL

"MAIN STREET"

This story that made the World sit up in Dazed Suspense.

A WARNER BROTHERS PRODUCTION

in 9 parts

"AMERICAN WORLD FLIGHT IN SHANGHAI"

USUAL PRICE.

CHURCH NOTICES.

A Charge of one Dollar is made for Notices under this heading.

St. John's Cathedral, Hongkong.

3rd Sunday after Trinity 6th July, 1924. Holy Communion, at 8 a.m. Children's Service, at 10 a.m. Matins and Sermon, at 11 a.m. Evensong and Sermon, at 6 p.m.

First Church of Christ, Scientist.

PASSENGERS DEPARTED.

Per S.S. St. Albans, July 4.

Mr. and Mrs. MacArthur-Onslow

Mr. F. M. Onslow, Mrs. S. Dewstoe

Rev. E. Dewstoe, Miss S. K. Laird

and Miss M. Benson.

Macdonnell Road, below Bowen

Road, Tram Station, Sunday

11.15 a.m. Wednesday, 5.30 p.m.

Reading Room, open Tuesday

and Friday morning 10 to 12.

Printed and Published for the Proprietor, by the

Franklin, at 11, The Hongkong, 11th Floor.

Shipping to Europe, Australia, and other Ports.

P. & O. BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND) TO
Straits, Java and Burma, Ceylon India, Persian Gulf, West Indies,
Mauritius, East & South Africa, Australasia, including New
Zealand & Queensland Ports, Red Sea, Egypt, Europe, Etc.
PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hong- kong (about)	Destination
SUDAN	6,696	9 July noon	S'pore, Pang, C'bo & B'bay
KARWALA	9,098	12 July noon	M'les, London & Antwerp
MALWA	10,941	26th July	M'les, London & Antwerp
JEYPORE	5,318	29th July	S'pore, Pang, C'bo & B'bay
MIRZAPUR	6,715	5th Aug.	S'pore, Pang, C'bo & B'bay
DEVANHA	8,092	9th Aug.	M'les, London & Antwerp
SICILIA	6,813	22nd Aug.	S'pore, Pang, C'bo & B'bay
MANUVA	10,902	23rd Aug.	M'les, London & Antwerp
NAGOYA	6,854	30th Aug.	M'les, London & Antwerp
SARDINIA	6,684	4th Sept.	S'pore, Pang, C'bo & B'bay
KALYAN	9,118	6th Sept.	M'les, London & Antwerp
KATISAR-I-HIND	11,430	20th Sept.	M'les, London & Antwerp
KASHMIR	8,563	4th Oct.	M'les, London & Antwerp
MOPEA	10,911	18th Oct.	M'les, London & Antwerp
KASHGAR	8,840	1st Nov.	M'les, London & Antwerp

BRITISH INDIA-APCAR SAILINGS (South)

JAPAN	6,052	8th July	Singapore
TANDA	6,956	28th July	S'pore, Penang & Calcutta
TAKADA	6,949	16th Aug.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	30th July	Manila, S'kan, Thursday Is.
EASTERN	4,000	27th Aug.	Townsville, Dhane, Sydney
ARAFURA	6,000	1st Oct.	S'pore, Penang & Melbourne

Passenger accommodation from Australia with the following:
The P. & O. Royal Mail Steamers to London via the Cape
The P. & O. Royal Mail Steamers to London via the Cape
The P. & O. Royal Mail Steamers to London via the Cape

SAILINGS TO SHANGHAI & JAPAN.

TANDA	6,956	8 July d'light	Kobe
DEVANHA	8,092	11th July	Shanghai, Moji & Kobe
MIRZAPUR	6,715	15th July	Shanghai & Kobe
MANUVA	10,902	25th July	Shanghai, Moji & Kobe
SICILIA	6,813	26th July	Shanghai
TAKADA	6,949	28th July	Kobe
NAGOYA	6,854	1st Aug.	Shanghai, Moji & Kobe

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 24ft. x 2ft. x 1ft. will be
received at the Co.'s Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & Co.,
Agents.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U. K., STRAITS, CHINA & JAPAN Service.

OUTWARD. HOMEWARDS.

Vessel.	Due Hongkong.	Vessel.	Leaves Hongkong.
GLENBEG	13th July.	CARMARTHENSIRE	10th July.
GLENSHIEL	24th July.	CARNARVONSIRE	23rd July.
PEMBROKESIRE	6th Aug.		London, Rotterdam & H'burg.

Movements are subject to change without notice.
For freight or further particulars please apply to—

JARDINE MATHESON & CO., LTD.

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ASUTRALIAN ORIENTAL LINE.HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leave H'kong for M'les, S'kan, Thurs. Is. & A'lian Ports.
TAIYUEN	6th July	11th July
CHANGSHA	28th July	2nd Aug.

This steamer is fitted with Refrigerating machinery, ensuring
plentiful supply of ice, fresh provisions etc. and has superior
accommodation with Electric Light throughout and Electric Fans in
the State-rooms. A duly qualified Doctor is carried. Reduced Fares,
Cargo booked through to all Australian, New Zealand and Tas-
manian ports.

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Shipping to Europe, Australia, and other Ports.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.

Through Bills of Lading issued to all Overland Common Points
in U.S.A. and Canada.

Through passage rates to Europe via America G. \$405, G. \$420, G. \$440.

IYO MARU ... Saturday, 19th July at 11 a.m.

YOKOHAMA MARU ... Saturday, 30th Aug.

MARSEILLES, LONDON & ANTWERP via Singapore, etc.

FUSHIMI MARU ... Wednesday, 16th July at 11 a.m.

HAKOZAKI MARU ... Wednesday, 30th July.

HAMBURG via LONDON & ROTTERDAM.

DURBAN MARU ... Monday, 18th Aug.

LIVERPOOL via MARSEILLES & VALENCIA.

GENOA MARU ... Thursday, 10th July.

SYDNEY & MELBOURNE via Manila, etc.

YOSHINO MARU ... Wednesday, 16th July at 11 a.m.

AKI MARU ... Wednesday, 13th Aug.

NEW YORK and/or BOSTON via PANAMA.

TATSUNO MARU ... Sunday, 6th July.

BUENOS AIRES via Singapore, Durban & Cape Town.

KAMAKURA MARU ... Thursday, 28th Aug.

BOMBAY via Singapore & Colombo.

AWA MARU ... Thursday, 10th July.

MORIOKA MARU ... Tuesday, 29th July.

CALCUTTA via Singapore, Penang & Rangoon.

PENANG MARU ... Wednesday, 9th July.

MOJI MARU ... Friday, 18th July.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU ... Thursday, 17th July.

SHANGHAI, KOBE & YOKOHAMA.

AKITA MARU ... Tuesday, 8th July.

WAKASA MARU ... Tuesday, 16th July.

KITANO MARU ... Wednesday, 10th July.

For further information apply to—

NIPPON YUSEN KAISHA.

Tel. Central Nos. 292, 293 & 2422.

Y. YAMAMOTO, Manager.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK & BOSTON via SUEZ.

S.S. "KENDAL CASTLE" ... Sailing about 12th Aug.

LLOYD TRIESTINO.REGULAR MONTHLY PASSENGER AND FREIGHT
SERVICE FOR BRINDISI, VENICE
AND TRIESTE (Fiume).TAKING CARGO ON THROUGH BILL OF LADING
TO GENOA, ALL ITALIAN, LEVANT, BLACK SEA AND
DANUBE PORTS.REDUCED PASSAGE RATES TO BRINDISI,
VENICE OR TRIESTE.**£66.**

NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI.

S.S. "ROSANDRA" ... Sails about 4th July.

S.S. "BRENTA" ... Sails about 20th July.

S.S. "LACONIA" ... Sails about 19th Aug.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "NIPPON" ... Sails about 8th July.

S.S. "GERANIA" ... Sails about 5th Aug.

S.S. "ROSANDRA" ... Sails about 8th Aug.

S.S. "BRENTA" ... Sails about 5th Sept.

S.S. "VENEZIA" ... Sails about 8th Sept.

* Cargo only.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" ... Sailing about 31st Aug.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.

Telephone Central 1030.

Agents.

BLERMAN &

BUCKNALL



STEAMSHIP

COMPANY, LTD.

Projected Sailing from Hongkong

Subject to alteration.

City of Tokio 13th July M'les, London, R'dam, H'burg, Hull.

PASSENGER SERVICE.

City of Lahore 26th Oct. Shanghai & Japan

City of Lahore 7th Dec. Marseilles, London, etc.

FARES TO LONDON.

Single 1st Class A £92, B £84, 2nd Class A £62, B £56.

Return 1st Class A £161, B £147, 2nd Class A £108, B £98.

Cargo Steamers Saloon Passage £62.

For further particulars apply to

HOLYOAK MASSEY & CO. LTD. THE BANK LINE, LTD.

CANTON.

Tel. Central 700

COAST SHIPPING.

INDO CHINA STEAM NAVIGATION Co., Ltd.

SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamer.	Sailings.
TIENSIN	Chipshing	Sat. 5th July at noon.
MANILA via Amoy	Suisang	Sat. 5th July at 3 p.m.
HAIPHONG via Hoihow	Leesang	Sun. 6th July at 8 a.m.
SHANGHAI via Swatow	Wosang	Sun. 6th July at 10 a.m.
BANGKOK via Swatow	Chaksang	Tues. 8th July at 2 a.m.
T'AO via S'ow & S'hai	Kwongsang	Wed. 9th July at 10 a.m.
STRAITS & Calcutta	Lalsang	Thurs. 10th July at 3 p.m.
SHANGHAI via Swatow	Foosang	Fri. 11th July at 10 a.m.
KOBE	Hosang	Sat. 12th July at 7 a.m.
HAIPHONG via Hoihow	Mingsang	Sat. 12th July at 8 a.m.
MANILA	Yuensang	Sat. 12th July at 10 a.m.
SHANGHAI via Swatow	Loksang	Sun. 13th July at 10 a.m.
SANDAKAN	Hinsang	Tues. 15th July at 1 p.m.
KOBE via Moji	Fooksang	Mon. 28th July at noon.

Calcutta Line—This Line now affords regular sailings to Calcutta,
Penang and Singapore. Returning from Calcutta steamers
proceed via Straits and Hongkong to Japan occasionally
calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted
with Electric Light & Fans and carry a fully qualified Surgeon.
Shanghai Line—Sailings approximately every three days between
Canton & Shanghai, sometimes calling at Swatow. Through
tickets can be obtained and through Bills of Lading are issued
all to Northern and Yangtze Ports via Shanghai.

Manila Line—A weekly service is maintained with Manila by
vessels with good passenger accommodation, sailings from
both ports every Saturday at 11 a.m.

Haiphong Line—Sailings approximately weekly for passengers and
cargo, calling at Hoihow both ways.

Borneo Line—Fortnightly sailings to and from Sandakan by two
5,000 ton steamers s.s. "HINSANG" & "MAUSANG" both
steamers having excellent passenger accommodation. Cargo
taken on through Bills of Lading for Kudat, Jesselton,
Labuan, Tawau and Lahad Datu.

Tientsin Line—A regular service is run from March to November
between Hongkong & Tientsin occasionally calling at Wei-
haiwei & Chefoo.

Bangkok Line—A weekly service is provided between Hongkong
& Bangkok, by five steamers fitted with up-to-
date passenger accommodation.

CALCUTTA LINE.

S.S. "Lalsang" will be despatched on or about Thursday,
10th July at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT
SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & Co., Ltd.

Telephone Central No. 215. General Managers.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having
good accommodation for First Class Passengers. Electric Light and
Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.

(Occupying 9 to 10 days.)

Steamships.	Captain.	Leaving.
Haining ...	W. C. Passmore	TUES. 8th July at 3 p.m.
Haiphong ...	Ellis Walker	FRI. 11th July at 3 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

Royal Packet Navigation Co. of Batavia.

S.S. VAN OVERSTRATEN

will be despatched on 17th July.

SINGAPORE, PENANG & BELAWAN DELI DIRECT.

Offers excellent saloon accommodation, all lower berths,
English Cuisine, doctor carried, wireless telegraph.

1st. CLASS FARE to SINGAPORE \$100.00.

In connection with the Royal Packet Nav. Co.'s (K.P.M.)
services to all destinations in the Netherlands East Indies.

Agents—JAVA CHINA JAPAN LIJN,

Telephone Central No. 1574. York Building, Charter Road.

M MESSAGERIES MARITIMES M

SERVICES CONTRACTUALS

Mail Steamers	Next Sailing from Marseilles	Pro. arr. at Hong- kong & Japan	Pro. Sailing from Hong- kong for M'les
ANGERS	—	—	6th July.
PORTHOS	—	—	20th July.
AMAZONE	5th June.	7th July.	3rd Aug.
ANGKOR	19th June.	21st July.	17th Aug.
AZAY LE RIDEAU	3rd July.	4th Aug.	31st Aug.
PAUL LECOAT	17th July.	1st Aug.	14th Sept.

RATES OF PASSAGE MONEY TO MARSEILLES,
(including Table Wine and free Doctor's attendance)
1st Class £95.0.0 B. Class 1st Class £33.0.0
2nd Class £28.0.0 B. Class 2nd Class £10.0.0
Through Tickets to London and Leaving Towns of Europe,
Accommodation reserved in the trains at Marseilles.

LIGNE COMMERCIALES (CARGO-BOATS)

loading for Havre, Antwerp

and Dunkirk.

S.S. "YANGTSE" from Dunkirk, London, Havre is due to

arrive about end July.

For full particulars apply to—

Messageries Maritimes Co.

3 Queen's Building,

HONGKONG.

CONSIGNEES.

ADMIRAL ORIENTAL LINE

The Steamship "PRES. GRANT"

having arrived from Manila P.L.

on June 30th. Consignees

are hereby notified that their

cargo is being landed at their

risk into the hazardous and/or

extra hazardous godowns of the

Hongkong and Kowloon Wharf

and Godown Co., at Kowloon, &

stored at consignees' risk.

Consignees of Cargo must pro-

duce an Import Permit signed by

the Superintendent of Imports &

Exports, Hongkong, before Bills

of Lading will be countersigned.

All broken, chafed and damag-

ed cargo is to be left in the go-

downs, where it will be examined

at 10 a.m. on July 5th, by the

Company's Surveyors, Messrs.

Anderson and Ash.

All claims must be presented

within thirty days of the

steamer's arrival here, after

which they cannot be recognised.

No claims will be recognised

after the goods have left the go-

downs, and cargo undelivered on

and after July 7th. will be

subject to rent.

No Fire Insurance whatever

will be effected.

Consignees are requested to

send in their Bills of Lading for

countersignature immediately.

United States Shipping Board.

Emergency Fleet Corporation.

Agents,

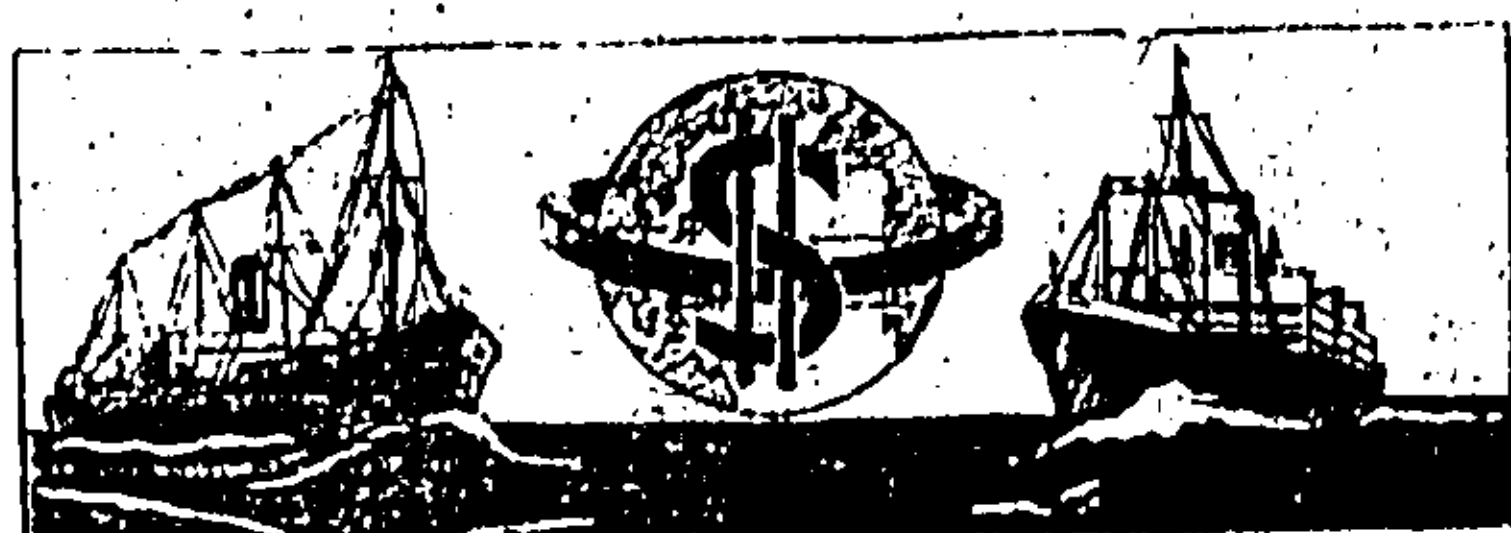
ADMIRAL ORIENTAL LINE.

4, Des Vaux Road,

Hongkong, July, 1st, 1924.

NOTICE TO CONSIGNEES;

LLOYD TRIESTINO S. N. CO.



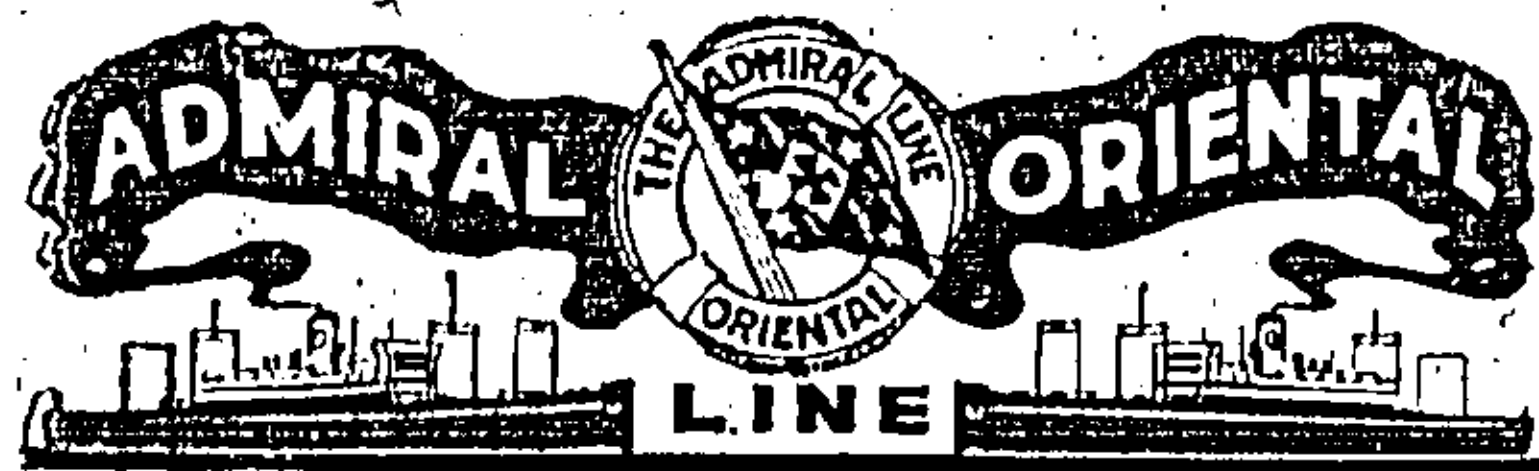
ROUND THE WORLD

FREIGHT AND PASSENGERS
THE NEW FAST AMERICAN STEAMERS TO
MANILA, SINGAPORE, PENANG, COLOMBO,
SUEZ, PORT SAID, ALEXANDRIA, NAPLES
GENOA, MARSEILLES,
BOSTON AND NEW YORK
Thence
HAVANA, PANAMA, LOS ANGELES,
SAN FRANCISCO—
to KOBE, SHANGHAI & HONGKONG
via HONOLULU.

"PRESIDENT ADAMS" July 22nd.
"PRESIDENT GARFIELD" Aug. 5th
"PRESIDENT POLK" Aug. 19th
"PRESIDENT MONROE" Sept. 2nd
"PRESIDENT HARRISON" Sept. 16th
Through Bills of Lading to all United States and
Canadian Overland points & Havana
For Passage and Freight bookings, apply to

DOLLAR STEAMSHIP LINE.

Hongkong & Shanghai Bank Building, Ground Floor
Telephone Central 2477, 2478 and 795. No. 4, Des Vaux Road.
CABLE ADDRESS: "DOLLAR."



ADMIRAL ORIENTAL LINE.

FREIGHT AND PASSENGERS
THE NEW FAST AMERICAN
STEAMERS TO
SEATTLE & VICTORIA
SHANGHAI—KOBE—YOKOHAMA.

"PRESIDENT MADISON" July, 14th.
"PRESIDENT McKINLEY" July, 26th.
"PRESIDENT JACKSON" Aug., 7th.
"PRESIDENT JEFFERSON" Aug., 19th.
"PRESIDENT GRANT" Aug., 31st.

TO EUROPE

£120—£112—£110

First Class on the Pacific. First Class on American or Canadian Railway. First Class and Monoclass on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodation and Booking Arranged.

TO MANILA

"PRESIDENT MADISON" July 5th.
"PRESIDENT McKINLEY" July 17th.
"PRESIDENT JACKSON" July 29th.

Through Bills of Lading to all United States and Canadian Overland Points; also via Panama Canal Lines to Atlantic Ports. Copies of this paper on file in our Offices SEATTLE, CHICAGO, NEW YORK.

For passage and Freight Booking apply to
ADMIRAL ORIENTAL LINE.
MANAGING AGENTS-UNITED STATES SHIPPING BOARD.
Hongkong and Shanghai Bank Building, Ground Floor.
Telephone Central 2477, 2478 & 795. No. 4, Des Vaux Road.
CABLE ADDRESS: "DOLLAR."

COMPANIA TRASATLANTICA DE BARCELONA

(Spanish Royal Mail Line)
MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID,
BARCELONA & OTHER SPANISH PORTS.
ISLA DE PANAY 14th July. C. LOPEZ Y LOPEZ 30th Oct.
LEGAZPI 5th Sept. ISLA DE PANAY 21st Dec.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.
LEGAZPI 18th Aug. ISLA DE PANAY 3rd Dec.
C. LOPEZ Y LOPEZ 12th Oct.
The steamers of this Company are classed 100 All at Lloyd's
and are fitted with every modern convenience for comfort and safety
of passengers Stewards and Doctor carried.

For particulars of freight or passage apply—

BOTELHO BROS.
(Tel. 1231) Alexandra Buildings, Hongkong.
C. B. BOTELHO, 24 Central Avenue, B.O. Canton.

PACIFIC SHIPPING.

CANADIAN PACIFIC

"EMPRESS OF CANADA"

WILL SAIL FROM
HONGKONG
TO
MANILA
5 P.M., THURSDAY, JULY 10th

FROM
HONGKONG
TO
VANCOUVER
NOON, SATURDAY, JULY 19th

via Shanghai, Kobe & Yokohama.

Passenger Department Tel. C. 752. Cables: GACANPAC.
Freight and Express Tel. C. 42. Cables: NAUTILUS.

T. K. K.



THE PATHWAY OF THE SUN

VIA HONOLULU. The Paradise of the Pacific.
REDUCED FARE TO EUROPE
£120—£112—£110
First class throughout. High class steamers on the Atlantic.
HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU.
Steamers. Tons. Leave Hongkong
SIBERIA MARU 20,000 July 12.
TAIYO MARU 22,000 July 25.
TENYO MARU 22,000 Aug. 8.
KOREA MARU 20,000 Aug. 22.
SHINYO MARU 22,000 Sept. 4.

HONGKONG TO VALPARAISO
VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO,
MANZANILLO, BALBOA, CALLAO, MOLLEND, ARICA & IQUIQUE.
THENCE BY TRANS-ANDIAN ROUTE TO BUENOS AIRES.
Steamers. Tons. Leave Hongkong
RAKUYO MARU 18,500 July 19.
GINYO MARU 16,000 Sept. 5.

Through Bills of Lading issued to all United States Overland
Ports; also via Panama Canal Lines to Atlantic Ports.
For Full information regarding passengers, freight and sailings
Apply to:—

Agents at Canton.
Messrs. T. E. GRIFFITH, Ltd. Tel. Central Nos. C. 2374 & 2375.

BOSTON & NEW YORK.

Joint Service of the
"BLUE FUNNEL LINE"
(Ocean S.S. Co., Ltd., & China Mutual S.N. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S.S. Co., Ltd.)
Sailings from Hongkong.
S.S. CYCLOPS via Suez Canal 11th July.
S.S. COLORADO via Suez Canal 19th July.
S.S. TITAN via Suez Canal 31st July.
S.S. CITY OF CHESTER via Suez Canal 11th Aug.

Steamers plying via Suez Canal or Pan. Canal at Owners' option.
Subject to change without notice.
For freight and particulars apply to
BUTTERFIELD & SWIRE OF THE BANK LINE, LD. HONGKONG.
HONGKONG & CANTON: HOLYOAK, MASSEY & Co. Ltd. CANTON.

STRUTHERS & BARRY.

OPERATING U.S. GOVERNMENT SHIPS.
EXPRESS FREIGHT SERVICE
For San Francisco & Los Angeles from Hongkong by Direct Route.
U.S.S.B. "West Montop" Due Hongkong 18th July.
Leaves Hongkong 20th July.
U.S.S.B. "West Cajout" Due Hongkong 29th July.
Leaves Hongkong 31st July.
CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO
WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH
BILLS OF LADING ISSUED TO U.S. & CANADIAN OVERLAND POINTS
To San Francisco only (By Direct Route)
U.S.S.B. "West Islip" Due Hongkong In port.
Leaves Hongkong 7th July.
To Manila, Hilo, Cebu, Zamboanga & Tabacoa.
U.S.S.B. "West Sequana" Due Hongkong 23rd July.
Leaves Hongkong 24th July.
For Manila, Zamboanga & Cebu.
U.S.S.B. "West Jester" Due Hongkong 14th July.
Leaves Hongkong 17th July.
THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED
For Full Information apply to

STRUTHERS & BARRY.

L. EVERETT, 1st Floor Queen's Building.
General Agent for Japan-China-Philippines. Phone Central No. 3008.
G. P. BRADFORD, Res. Agent.
Indo-China-Strait & Java.

PACIFIC SHIPPING.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND
PASSENGER SERVICES.

LONDON SERVICE

(Direct.)
"PHEMIUS" 7th July London, Rotterdam & Hamburg
"ANCHISES" 14th July Marseilles, London & Rotterdam
"RHEXENOR" 28th July M'los, L'don, Hull, R'dam & H'burg
"TEIRESIAS" 11th Aug. M'los, London, R'dam & Hamburg

LIVERPOOL SERVICE

(Direct or via Continental Ports)
"TYNDAREUS" 13th July Geron, M'los, Liverpool & Glasgow
"POLYPHEMUS" 25th July Geron, Havre & Liverpool
"IXION" 13th Aug. Geron, Havre, Liverpool & Glasgow

PACIFIC SERVICE

(via Kobe and Yokohama)
"PHILOCTETES" 8th July Victoria, Seattle & Vancouver
"TALTHYBIUS" 2nd Aug. Victoria, Seattle & Vancouver

NEW YORK SERVICE

(via Suez or Panama)
"CYCLOPS" 11th July Boston, New York & Baltimore (via Suez)
"TIFAN" 31st July Boston & New York (via Suez)
"BELLEROPHON" 21st Aug. Boston & New York (via Suez)

PASSENGER SERVICE

"TEIRESIAS" 13th July for Shanghai.
"ANCHISES" 14th July for Singapore, Marseilles & London
"TEIRESIAS" 11th Aug. for Singapore, Marseilles & London
"SARPEDON" 9th Sept. for Singapore, Marseilles & London
"PATROCLUS" 21st Oct. for Singapore, Marseilles & London
"MENTOR" 17th Nov. for Singapore, Marseilles & London
Also cargo steamers with limited passenger accommodation at specially reduced fares.

For Freight and Passage Rates and all information Apply to:—
BUTTERFIELD & SWIRE
AGENTS

JAVA-CHINA-JAPAN-LIJN.



REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Tjikembang	Java	In port	5th July	Shanghai
Tjikarang	Shanghai	In port	8th July	Batavia
Tjikodas	Java	In port	9th July	Amoy, Shanghai
Tjikaroem	Java	9th July	14th July	Japan
Tjiklatjap	Java	12th July	—	—
Tjikboet	Japan	17th July	19th July	Batavia
Tjikondari	Java	24th July	29th July	Shanghai

The steamers are all fitted throughout with electric light and
have accommodation for a limited number of saloon-passengers.
All steamers carry a duly qualified surgeon. Cargo taken at
through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the
Java-China-Japan Lijn.

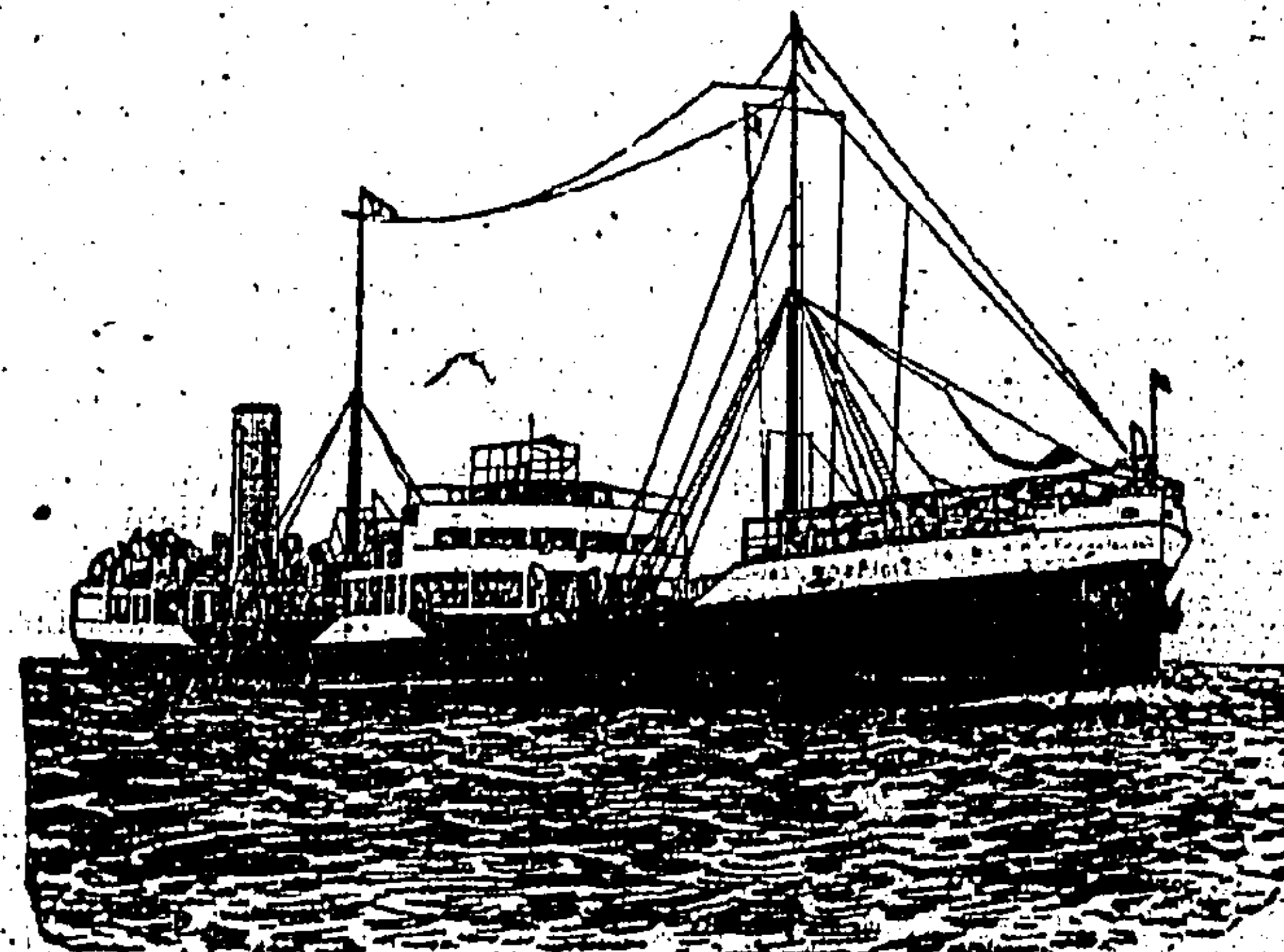
THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG.

Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition;

Western Union and Watkins, Benson's, Mercant.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and
Brass Founders, Forge Masters, Electricians.



OIL TANK STEAMER "PALUDINA"

412' 0" x 53' 1" x 31' 0" x 3,400 tons d.w. x 3,100 H.P.

Built by the THE HONGKONG & WHAMPOA DOCK CO., LTD. at KOWLOON DOCK
the order of THE ANGLO-SAXON PETROLEUM CO., LTD., being one of four similar
vessels built in these WORKS to the same order.

Please address enquiries to the Chief Manager.

H. M. DYER, Esq., M.N.A., Kowloon Dock, Hongkong.

CONSIGNEES.

NOTICE TO CONSIGNEES
SERVICES CONTRACTUELS
DES MESSAGERIES
MARITIMES.

The Steamship

"PEI-HO"

Consignees of Cargo from
Dunkirk, Antwerp, Havre,
Bordeaux & Cognac.

In connection with above
steamers are hereby informed that
their goods with the exception of
Opium, Treasures and Valuables
are being landed and stored at
their risks into the Godowns of
the Hongkong Kowloon Wharf
and Godown Co., Ltd. Kowloon
whence delivery may be obtained
immediately after landing.

Optional Cargo will be forward-
ed on unless intimation is received
from the Consignee before
noon to-day requesting it to be
landed here.

Bills of Lading will be counter-
signed by the Undersigned. Goods
remaining unclaimed after the
11th instant, at Noon will be
subject to rent and lading
charges.

All claims must be sent in
to me on or before the 15th
inst. or they will not be re-
cognized.

All damaged packages will be
examined on Thursday the
10th instant, at 10 a.m. by
Messrs. Goddard & Douglas.

No Fire Insurance has been
Effectuated.

R. RODENFUSER,
Acting Agent.

Hongkong 4th. July, 1924.

NOTICE TO CONSIGNEES.

TOYO KISEN KAISHA.

S.S. "SIBERIA MARU"
Voy. 39—West.

From SAN FRANCISCO via
HONOLULU, JAPAN PORTS
AND SHANGHAI.

The above named Steamer hav-
ing arrived on Friday, 4th. July
1924, consignees of cargo are
hereby notified to present their
Bills of Lading for countersign-
ature, and take immediate delivery
from steamer or the Company's
Godown, where all cargo impeding
immediate discharge will be land-
ed at consignee's risk.

Storage will be assessed on
cargo remaining undelivered
after Friday, 11th. July, 1924.
All broken, chafed and damaged
packages will be landed into the
Company's Godown, where same
will be examined on Friday,
11th. July, 1924, at 11 a.m.

No claims will be recognised
after goods have left the steamer
or Godown, and none will be
entertained if presented later
than three weeks after arrival
of steamer.

No fire insurance whatever
will be effected.

Y. TSUTSUMI,
Manager.
Hongkong, 4th. July, 1924.

SHARE QUOTATIONS.

Stock Exchange.		Sharebrokers' Association.	
Banks.		Banks.	
H.K. & S. Bank	b. 1147 1/2	b. 1147	
Chartered Bank	b. 1132 1/2	b. 1132	
Mercantile Banks A & B	b. 1124 1/2	b. 1124	
Mercantile Banks C	b. 1124 1/2	b. 1124	
P. & O. Bank	b. 1124 1/2	b. 1124	
Bank of E. Asia	b. 95	b. 95	
Marine Insurance.		Marine Insurance.	
Canton	s. 675	s. 630	
China Underwriters	s. 1	s. 1	
North China	s. 140	s. 140	
Union	s. 228 1/2	s. 230	
Yangtze	b. 28 1/2	b. 28 1/2	
Fire Insurance.		Fire Insurance.	
China Fire	b. 150	b. 150	
H.K. Fire	b. 570	b. 575	
Shipping.		Shipping.	
Douglases	s. 37	s. 39	
H.K. Steamboats	s. 374 1/2	s. 374 1/2	
H.K. Tugs	s. 31 1/2	s. 31 1/2	
Indos (Prof.)	b. 38	b. 35	
Indos Def. Lon/Reg.	b. 110	b. 110	
Indos Def. H.K. Reg.	b. 110	b. 110	
Shells	b. 82 1/2	b. 82 1/2	
Ferries	b. 47	b. 47 1/2	
Water-boats	b. 16 1/2	b. 16 1/2	
Refineries.		Refineries.	
China Sugars	b. 257	b. 255	
Malayan	b. 46	b. 46	
Mining.		Mining.	
Benguet Conslid	b. 68 1/2	b. 67 1/2	
Kailan	b. 19	b. 19	
Lungkots Combined	b. 5	b. 4.80	
Kaubs	b. 41 1/2	b. 42 1/2	
Ural Caspians	b. 14 1/2	b. 14 1/2	
Docks Wharves, Godowns &c.		Docks Wharves, Godowns &c.	
H.K. Wharves	b. 195	b. 195	
K. Docks	b. 151	b. 151	
Hongkong Wharves	b. 196	b. 615 s. 6.10	
New Engineering	b. 6.10	b. 6.10	
Shanghai Docks	b. 94	b. 94	
Lands, Hotels & Buildings.		Lands, Hotels & Buildings.	
H.K. Hotels (cum rts.)	b. 17 1/2	b. 17 1/2	
Do. (New) Prem.	b. 17	b. 16 1/2	
H.K. Developments	b. 1.20	b. 1.10	
H.K. Lands	b. 111	b. 110	
H.K. Realty	b. 21 1/2	b. 21 1/2	
H.K. Territories	b. 1	b. 1	
Humphreys Estate	b. 22 1/2	b. 22 1/2	
Princes Bldg.	b. 150	b. 150	
Cotton Mills.		Cotton Mills.	
Ewo Cottons	b. 11	b. 11	
Oriental	b. 4	b. 4	
Shanghai Cottons (Old)	b. 50	b. 55	
Shanghai Cottons New	b. 35	b. 30	
Miscellaneous.		Miscellaneous.	
Canton Ice	b. 8 1/2	b. 8 1/2	
Cements (cum rts.)	b. 22 1/2	b. 22 1/2	
Do. (New) Prem	b. 6 1/2	b. 6	
China Light	b. 14 1/2	b. 14 1/2	
China Providents (Old)	b. 15 1/2	b. 16	
Do. New	b. 3 1/2	b. 3 1/2	
Constructions	b. 6 1/2	b. 6 1/2	
Dairy Farms	b. 27	b. 27 1/2	
Der A Wing (f.p.)	b. 10	b. 10	
Electric H.K. (Old)	b. 34 1/2	b. 34 1/2	
Electric Macao	b. 38	b. 38	
Hongkong Ropes (Old)	b. 20	b. 20 1/2	
H.K. Ropes (New) Prem.	b. 38 1/2	b. 38	
Hongkong Tramways	b. 16 1/2	b. 16 1/2	
Lane Crawford	b. 22 1/2	b. 22 1/2	
Mackintosh	b. 18 1/2	b. 18 1/2	
Peak Frame (Old)	b. 4.20	b. 4.20	
Peak Frame New	b. 13 1/2	b. 13.60	
Sincores	b. 34 1/2	b. 34 1/2	
Taxis	b. 28	b. 28 1/2	
Watsons	b. 15	b. 15	
Wm. Powells	b. 20	b. 20	
Nanyang Tob.	b. 26 1/2	b. 26 1/2	
Cements Combined	b. 26 1/2	b. 26 1/2	

Hongkong, July 5, 1924.

HONGKONG SMALL INVESTORS

Telephone 4630	
WE BUY	WE SELL
China Lights	Watson's
Hongkong Bank	Developments
Union Insurance	Underwriters
Powells	Cements
Dairy Farms	Hongkong Hotels
Waterboats	Wharves
Steamboats	Raubs
Star Ferries	Bank of East Asia
and various other lots	
5—houses and several building lots for disposal. Houses and flats required and for rent.	
ASIATIC BUILDING (A.P.C. Bldg.)	

EXCHANGE.

(Opening Rate: closing Rate on Page 1.)

SELLING.		
50 d/s. San Francisco and New York	53	
50 d/s. Mexico	10.65	
50 d/s. Panama	10.65	
50 d/s. P.R. Bonds	10.65	
50 d/s. Shanghai	10.65	
50 d/s. Singapore	10.65	
50 d/s. Japan	10.65	
50 d/s. India	10.65	
50 d/s. Manila	10.65	
50 d/s. San Francisco and New York	53	
50 d/s. Mexico	10.65	
50 d/s. Panama	10.65	
50 d/s. P.R. Bonds	10.65	
50 d/s. Shanghai	10.65	
50 d/s. Singapore	10.65	
50 d/s. Japan	10.65	
50 d/s. India	10.65	
50 d/s. Manila	10.65	
50 d/s. San Francisco and New York	53	
50 d/s. Mexico	10.65	
50 d/s. Panama	10.65	
50 d/s. P.R. Bonds	10.65	
50 d/s. Shanghai	10.65	
50 d/s. Singapore	10.65	
50 d/s. Japan	10.65	
50 d/s. India	10.65	
50 d/s. Manila	10.65	
50 d/s. San Francisco and New York	53	
50 d/s. Mexico	10.65	
50 d/s. Panama	10.65	
50 d/s. P.R. Bonds	10.65	
50 d/s. Shanghai	10.65	
50 d/s. Singapore	10.65	
50 d/s. Japan	10.65	
50 d/s. India	10.65	
50 d/s. Manila	10.65	
50 d/s. San Francisco and New York	53	
50 d/s. Mexico	10.65	
50 d/s. Panama	10.65	
50 d/s. P.R. Bonds	10.65	
50 d/s. Shanghai	10.65	
50 d/s. Singapore	10.65	
50 d/s. Japan	10.65	
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Special Offer



White Gaberdine TROUSERS

made-to-order of a thoroughly
shrink gaberdine.

Perfect fit assured.

\$16 50 per pair, 3 for \$45.00

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& CO., LTD.

MENS WEAR SPECIALISTS.

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G. FALCONER & CO. (HONGKONG) LTD.

UNION BUILDING (OPPOSITE G.P.O.)

WATCH & CHRONOMETER MAKERS, JEWELLERS
DIAMOND MERCHANTS.

A fine selection of English Jewellery Sterling Silver
Ware Watches and Clocks always on hand.

Agents for:-

British Admiralty Charts Heath Sextants, Night Glasses etc.
Klein Navigational Instruments Stanley Drawing Instruments
Ross London Telescopes & Binoculars Watts Theodolites, Levels etc.

We invite the Public to call and inspect our
varied stock, and compare prices.

Over half a century's reputation throughout the
East as the House of Quality.

Established - - - - - 1855

BACK from the MARKET Sale

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Our buyers having returned from
purchasing abroad, we are well
stocked with the latest goods of
highest grades. We are offering
them to our customers at remarkable

BARGAIN PRICES

—prices that you only come across
"once in a blue moon."

YEE SANG FAT CO.

The coming rough weather can be
seen at a glance.

GOERZ TABLE BAROMETER

Absolutely reliable

Price Moderate.

Obtainable at optical stores and

HALL LAW, & CO.

Telephone 3217, 30-32, Des Vaux Road, Central,
Hongkong.

SKETOCIDE

A pleasant and most efficient Vermicide.
Sprayed about the room and in cupboards, trunks,
etc., instantly kills all Mosquitoes, Flies, Moths, Ants,
Silverfish, etc.

Non-staining Non-poisonous.

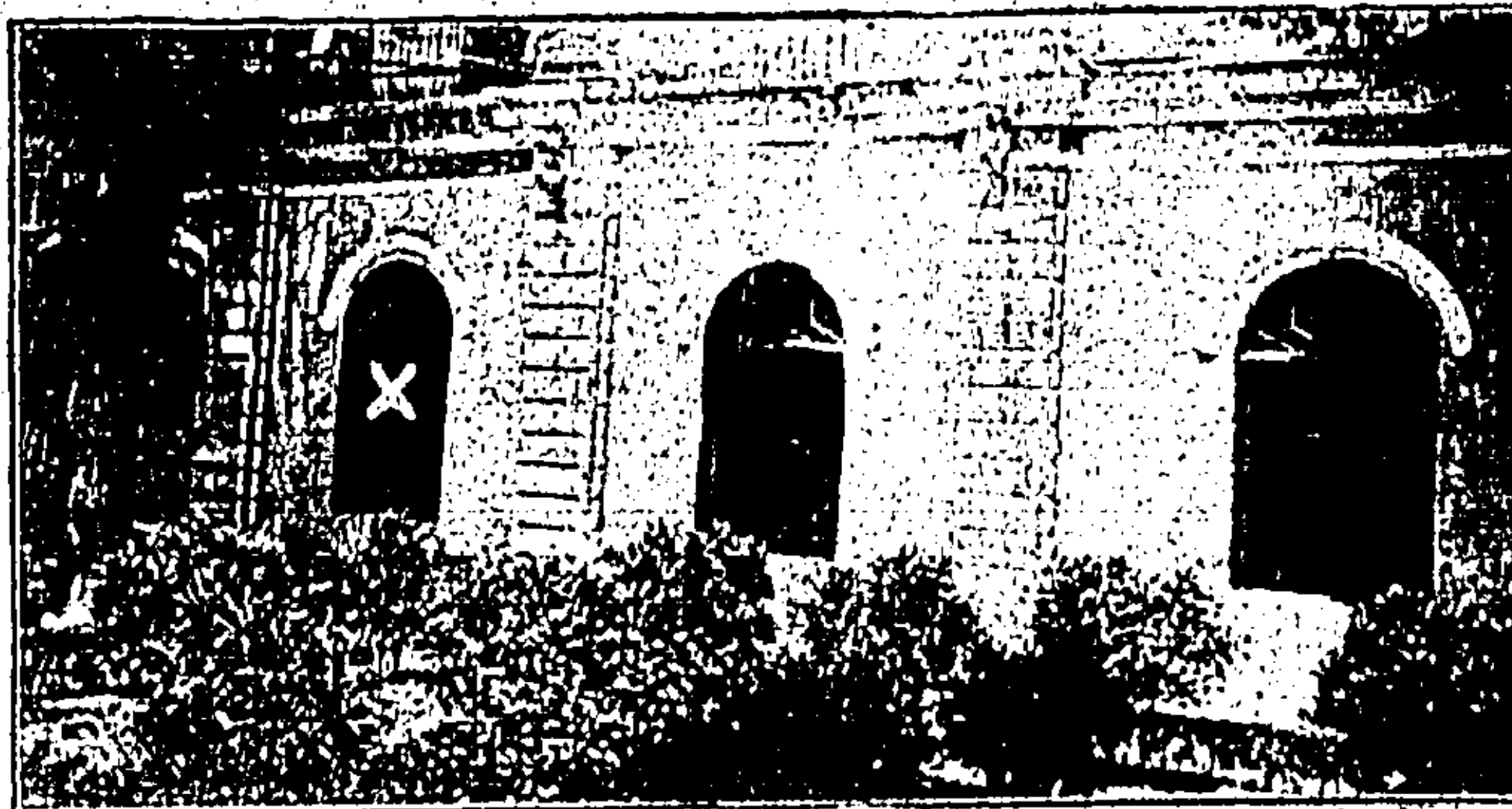
In Tins.

Pints, \$1.10, Quarts \$1.80, Half Gallons \$3.25, Gallons \$5.80.
Sprayers 70 cts. each.

THE PHARMACY

Tel. C. 345, 29, Queen's Road, Central, Hongkong Tel. C. 345.

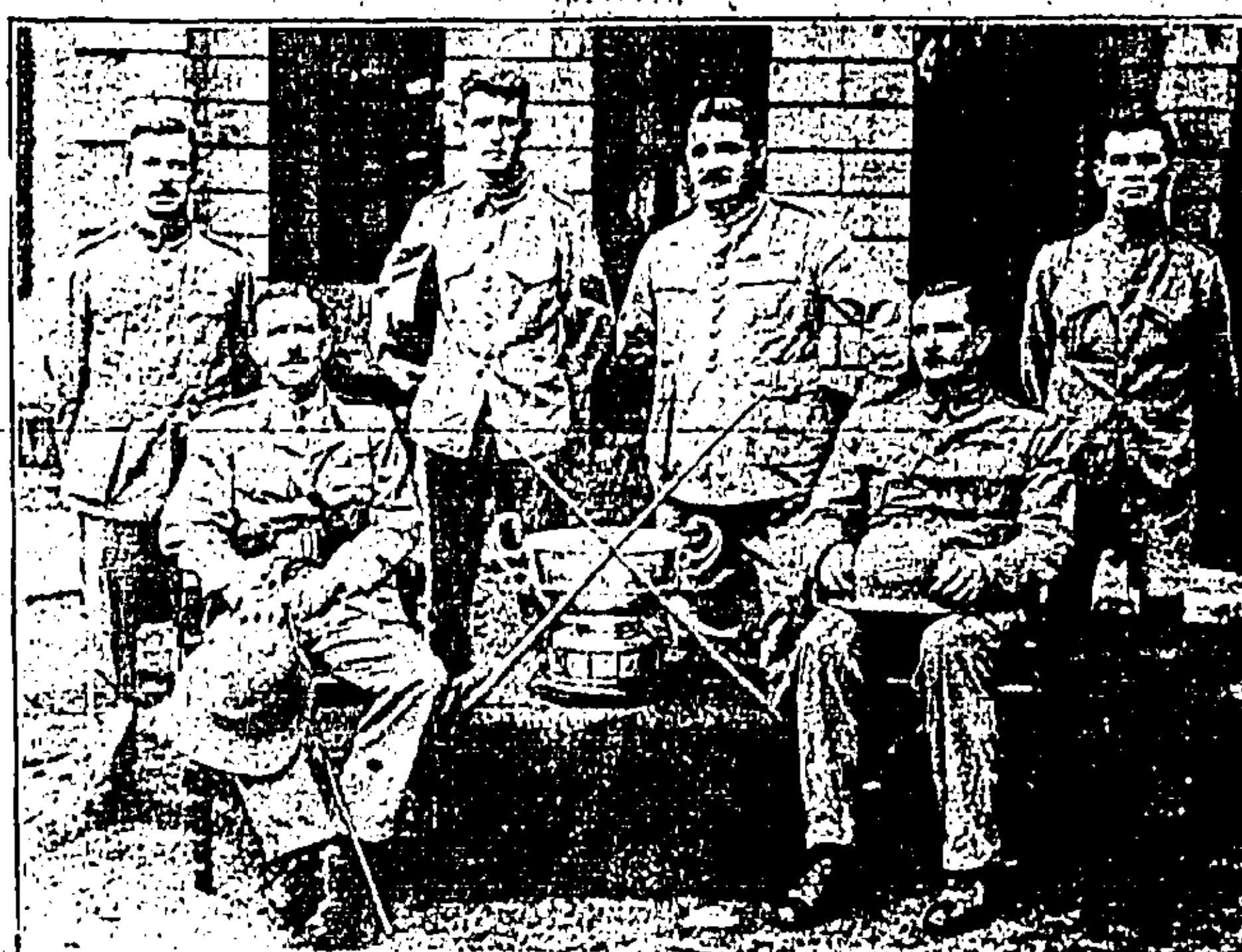
CAMERA NEWS



THE SHAMEEN OUTRAGE.—This is a side view of the Victoria Hotel, Shameen, where the recent outrage took place. The bomb was thrown in through window marked with a cross.



ANOTHER HONGKONG COMPETITOR.—This is little Peggy Eccleshall, aged 2 years 3½ months, who is being entered for the British Empire Baby Competition.



BILLIARD CUP WINNERS. Above are seen members of the 40th Co. Royal Engineers, winners of the Soldiers' Club Billiard Cup. (Photo: A. Hing.)



MACAO'S WELCOME.—The landing of the Portuguese fliers at Macao. Left to right are seen: Col. M. Santos, Major Brito Paes and H. E. the Governor of Macao. (Photo: G. Borges.)



VERY MUCH ALIVE.—Dr. Sun Yat-sen is here seen after presenting Presidential flags to troops in Canton last Sunday.



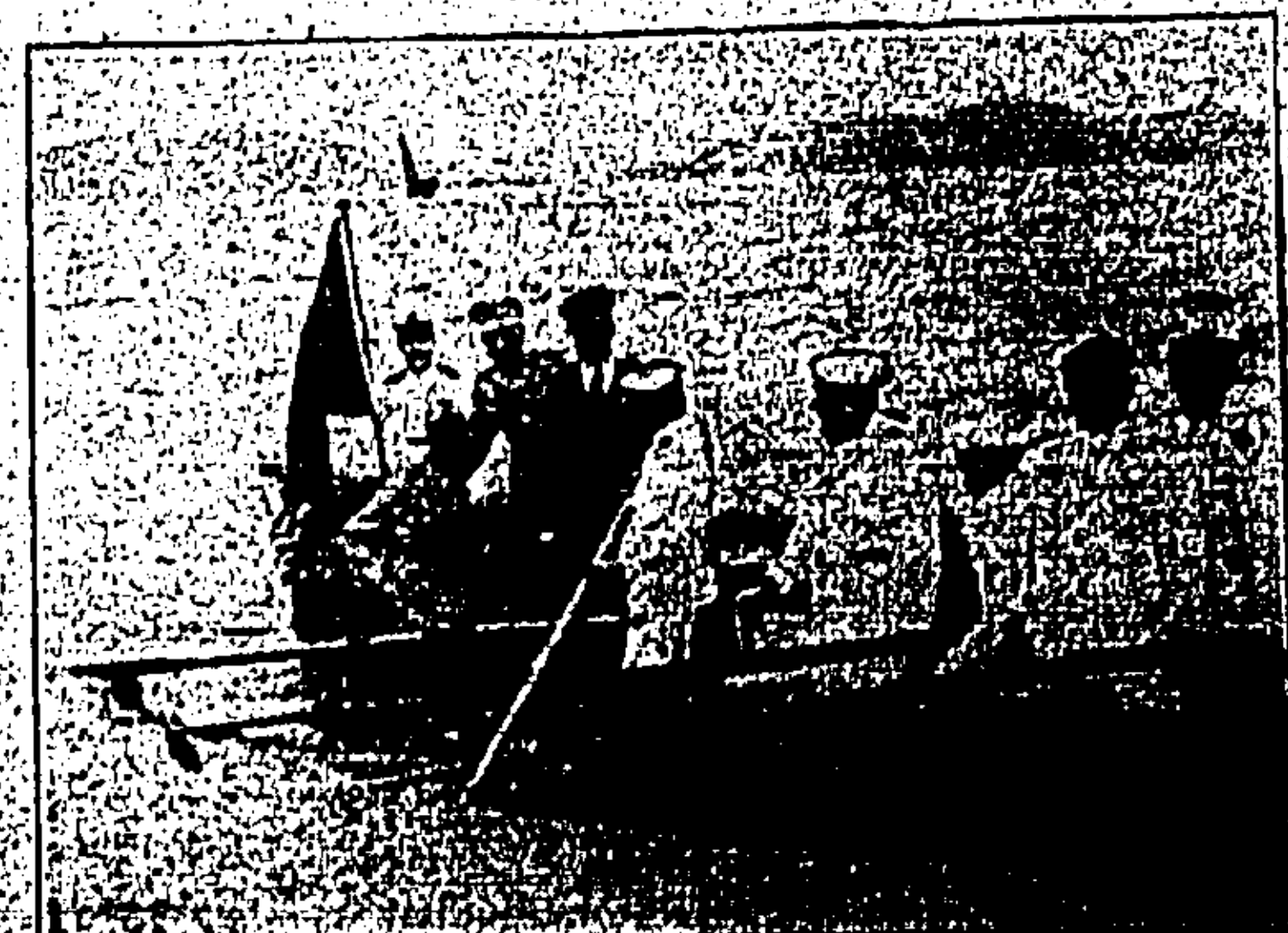
SHAMEEN BOMB DAMAGE.—This photograph, taken in connection with the Shameen bomb outrage, shows: 1, 2 and 3, pieces of cast-iron from the bomb; 4 and 5, parts of attaché case in which bomb was contained; and 6 to 11, cutlery from the banquet table damaged by force of the explosion.



DR. SUN PRESENTS AWARDS.—Dr. Sun Yat-sen is here seen on the presentation of awards of merit in connection with last Sunday's military review in Canton.



CANTON TROOPS ON MARCH.—This picture shows the Canton troops on the March Past before Dr. Sun Yat-sen in last Sunday's Grand Review.



PORTUGUESE FLIERS.—This picture shows the Portuguese fliers coming ashore at Macao in a specially decorated rowing boat. (Photo: G. Borges.)

AN ALPHABET
OF HONGKONG

K IS FOR KENNETH

• Who Kums from Kowloon.
He Looks a TaiPan.
And Hopes to be Soon!

"JULY THE FOURTH."

YESTERDAY'S RECEPTION.

The hospitality of the American community was well demonstrated last evening, when a most enjoyable reception was given in the Grill Room of the Hongkong Hotel to their foreign friends. The scheme of decoration was simple but most effective, the overhead lights being nicely festooned with flowers and greenery, and bunting being freely used elsewhere.

Tea and other refreshments were served at tables inside the Grill Room and on the verandah, whilst in an adjacent room was the bar, to which the "dry" law did not apply in the least degree.

The guests were received by the Consul General, Mr. William H. Gale, and Mrs. Gale, who later occupied places at the chief table, where those present included His Excellency the Governor (Sir Edward Stubbs, K.C.M.G.), Capt. R. Neville, A.D.C., Mr. T. J. Galsford-St. Lawrence, Private Secretary, Sir Claud and Lady Severn, the Hon. Mr. P. H. and Mrs. Holyoak, the Hon. Mr. E. D. C. and Mrs. Wolfe, Mr. Justice Gompertz, and Mrs. Drollette.

Dancing proved the main attraction, the music for which was supplied by the Hongkong Hotel orchestra, and everyone present spent a most happy and enjoyable time.

SHARE MARKET.

SHANGHAI QUOTATIONS.

Messrs. Ellis and Co. have kindly supplied us with the following cable quotations of Shanghai stocks from their Shanghai office:—
Langkats (comb.)—Tls. 18½ buyers.
Ewoa—Tls. 11 sellers.
Shanghai Docks—Tls. 94 buyers.
New Engineering—Tls. 6.10 buyers.
Orientals—Tls. 3 buyers.
Shanghai Cotton—Tls. 54 buyers.

BASEBALL.

The following will be the line-up in the League game between the Philippines and the Chinese baseball teams on Sunday at 4 p.m., weather permitting:—
Philippines. Catcher, Rull; Pitcher, Angeles; 1st. Base, Sanchez; 2nd. Base, Malig; 3rd. Base, Leonardo; S. Stop, Cruz; R. Field, Silos; L. Field, Francisco; C. Field, Garcia. Substitutes: Castro, Fabian and Delgado.
Chinese. Catcher, Kwong; Pitcher, Lee (S.L.); 1st. Base, Chang; 2nd. Base, June; 3rd. Base, Shim; S. Stop, Chan; R. Field, Hoe; L. Field, Chu; C. Field, Lee (C.H.). Substitutes: Leung, Choy and Jan.

THOUGHTS ON PRAYER.

By the Rev. G. R. Lindsay, M. A.

What is the use of praying in a world where everything is fixed and ordered? If natural law governs the world is it not unreasonable to ask God to change anything? In other words God cannot answer prayer because that would be to interfere with the laws by which the world is governed. Let us consider this point for a moment. If this view be tenable then we ought not to expect to see water flow uphill; but this phenomenon may be seen any day, not because man has violated the law of gravitation but because he has used it. Personal forces count. Things can be accomplished by a man using a law of nature which otherwise cannot be done. Why, a child can deflect the course of a stream. Is God then a slave where we are free?

The truth is not that the world is governed by law but by God according to law. Man talk of the laws of nature being interfered with, but what if prayer itself is one of the very laws by which a loving Father governs the world and fulfils His purposes. These laws of which men speak are His laws. Without Him not one sparrow falls. Though there are some things that He may not answer, there is no prayer which He such cannot answer.

Jesus Christ settled the question. He prayed himself. He taught men how to pray. He said that God was the Father and that children should talk to their Father and the Father would hear and answer. Pray therefore. The famous Dr. Johnson was once asked what was the greatest argument for prayer. "There is no argument for prayer," he replied. This was a somewhat cryptic way of saying that no argument for prayer is necessary, and while this is true that no difficulties will keep men from praying, prayer being both natural and instinctive; yet if at the back of the mind there is a doubt as to its usefulness and power the prayer will be robbed of its sweetness.

You can trust with strong confidence in His power. His liberty, and His willingness to answer. The answer is sometimes negative, sometimes it is deferred, and sometimes it is of a different nature to what we expected. But every prayer that is real coming from a clean heart is answered in God's time and in God's way, and moreover—
His grace and power are such that He can answer all our prayers. None can ever ask too much.

RUSSIA AND FAR EAST.

POINTERS FOR JAPAN TO NOTE.

Moscow, July 4. *Izvestia*, writing in the *Evstia*, says the first necessity for a Russo-Japanese agreement will be the evacuation of Northern Sakhalin.

M. Herriot's policy, he says, finds an echo in the policy of the new Japanese Cabinet in its clauses and different "butts."

The Soviet Government wants to establish peace on the Pacific Coast, but won't sacrifice the vital interests of the Russian Far Eastern population. Japan must choose between antagonism or following in China's footsteps. —*Reuter*.

RUSSIAN ESPIONAGE CASE.

Moscow, July 4. On the conclusion of the trial at Kharkoff of sixty-five persons accused of espionage on behalf of Poland, twelve death sentences were passed, and six persons were sentenced to various terms of imprisonment. —*Reuter*.

THE AMERICAN FLIGHT.

Karachi, July 4. The American fliers have arrived here. —*Reuter*.

BRITISH FLIGHT.

Shanghai, July 5. Squadron Leader MacLaren left for Kagoshima at 9.35 this morning. —*Reuter*.

HONGKONG IMPORTS.

FAIR BUSINESS IN PIECE GOODS.

The fortnightly Price and Market Report published by the Hongkong General Chamber of Commerce, says:—

Cotton piece goods and fancy cotton goods. There is a noticeable disposition on the part of Lancashire manufacturers to coincide with the easier tone of the Liverpool and New York cotton markets—to meet enquiries which one or two weeks ago would very likely have been fruitless. As a consequence a fair business has been done both in greys and whites and dyed goods at fairly satisfactory rates; quantities have not been big, but the business done has been spread over a variety of weights and qualities, which tends to confirm the impression that the local market is ready to operate on a more extensive scale, but that the future position of cotton must be more clearly defined before the necessary confidence can be felt.

Cotton Yarn.—We have to report a dull and lifeless market, due to the continued decline in Japanese Yarn, which has checked the demand considerably. No business of any importance has been effected and prices are on the easier side. Quotations are:—No. 10s. \$220/240. No. 12s. 225/245. No. 16s. \$240/250. No. 20s. \$250/240. Arrivals 1,800 bales. Shipments nil. Sales 500 bales. Unsold stock 7,100 bales. Bargains 2,000 bales.

Woolens.—Market extremely dull, nothing doing in any direction.

Raw Cotton.—There is no change to report.

Metals.—Market lifeless.

Flour Market Report.—Stock: About 1,500,000 sacks. Market: Quiet.

Quotations: American Patent, \$3.55 per sack; American Straight, \$2.70 per sack; American Cut off, \$2.70 per sack; Shanghai Flour per sack; Australian No. 1, \$2.80 per sack; Canadian Cut-off, \$2.55 per sack.

Window-glass.—Very few small sales. Market easy.

Sugar.—Market weak.

Saltpetre.—Very quiet market with poor outlook.

Official sanction has been given for the use of one of the laws, Statue Square, for the purposes of public band concerts. The first will be given by the Surrey Band on Monday afternoon commencing at 5.15.

DAIRY FARM NEWS.

CHEESE

Shipments landed at special prices.

Australian Cheddar	70 cts. per lb.
Kraft	80 cts. per lb.
Edam	\$3.00 each.
Dutch in Tins	60 cts. per tin
Roblechon Swiss	80 cts. per lb.
Gruyere	\$1.10 per box

The DAIRY FARM,
Ice & Cold Storage Co., Ltd.

Complete
Outfit
\$60.00



Baby Films
\$1.50
per reel.

THE ONLY PRACTICABLE CINEMA
FOR YOUR HOME.

THE NEW

"BABY COLOUR"

IT ENHANCES THE INTEREST OF THE FILM
TEN-FOLD, AND ADDS LIFE AND COLOUR TO
EVERY PICTURE.

\$1.75 each,

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12, Queen's Road Central, Hongkong.
Distributors for South China.

New English Records

DORA LABBETTE

Soprano With Piano
D1475. EARLY ONE MORNING (Old English Air)
Nymphs and Shepherds ("The Libertine")

MELVILLE GIDEON of the "Co-optimists"

3405. I NEVER REALISED (Melvil a Gideon, Baritone)
LONDON TOWN (YOU HAUNT ME) (with Violin, Cello & Piano)

3407. SPARE A LITTLE LOVE (Melville Gideon)
ALDOUETTE (THE SKYLARK) (Entertainer at the Piano)

Airs from "THE GONDOLIERS"

3417. GONDOLIERS (Gilbert & Sullivan)
Kind Sir, You Cannot Have the Heart (Violet Essex Soprano)
On the Day When I was Wedded (Carrie Horwin, Contralto)

NEWP-ROCESS NO SCRATCH.

ANDERSON'S

WUCHOW NOTES.

RECORD OF RECENT
DOINGS.

(Our Own Correspondent.)

Wuchow, June 29th.

Wong Shiu-hung's expedition

to Nanning was carried out

without any opposition. He took

over command of the capital last

week. To reach Nanning without

any opposition he must have had

the co-operation of Li Chung-yon

of Kwai-ping, (who gave his word

to Luk Wing-ting that he would

support him) otherwise he could

not have reached it without a

fight. H.M.S. "Moorhen" was

kpt. busy at Kwai-ping and

Kwai-yuen taking over com-

mandered British motor boats

I believe she has now reached

Nanning.

Li Chai-sam has taken charge

here and his first act of benevol-

ence was to "squeeze" the poor

merchants.

Shum Hung-ying is still besieging

Kwellin. He is reported as

having close on 10,000 troops,

half of which consists of recruited

bandits closely related to those

that recently captured the four

Wuchow missionaries. Luk is

still within the besieged city and

is waiting for reinforcements from

Ma Chai.

The Rev. Rex Ray, on his

arrival here last week after hav-

ing spent an unpleasant time in

the bandits' den, did not appear

to have suffered much. The

photographers were busy next

day and Mr. Ray had to submit

to many a snap.

Powell Ltd.
12, Des Voeux Road C.

Just Arrived

Dainty

White Voile

Frocks

Phoenix

White Silk

Hosiery

Children's

Summer

Frocks

EXSHAW'S NO. 1 BRANDY

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IT IS WORTH IT

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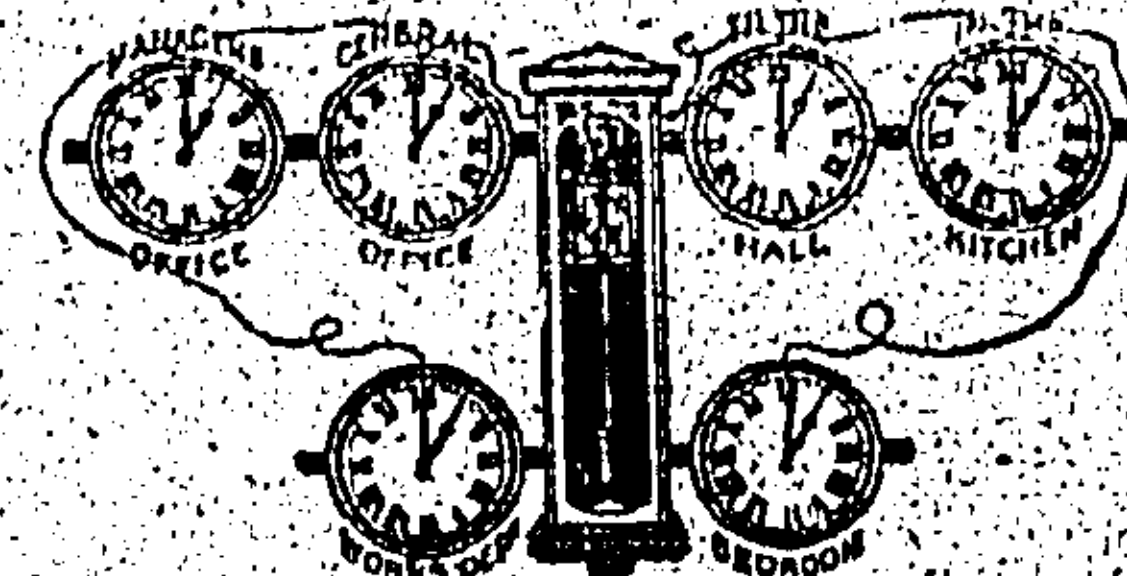
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Would not accuracy and absolute uniformity of time
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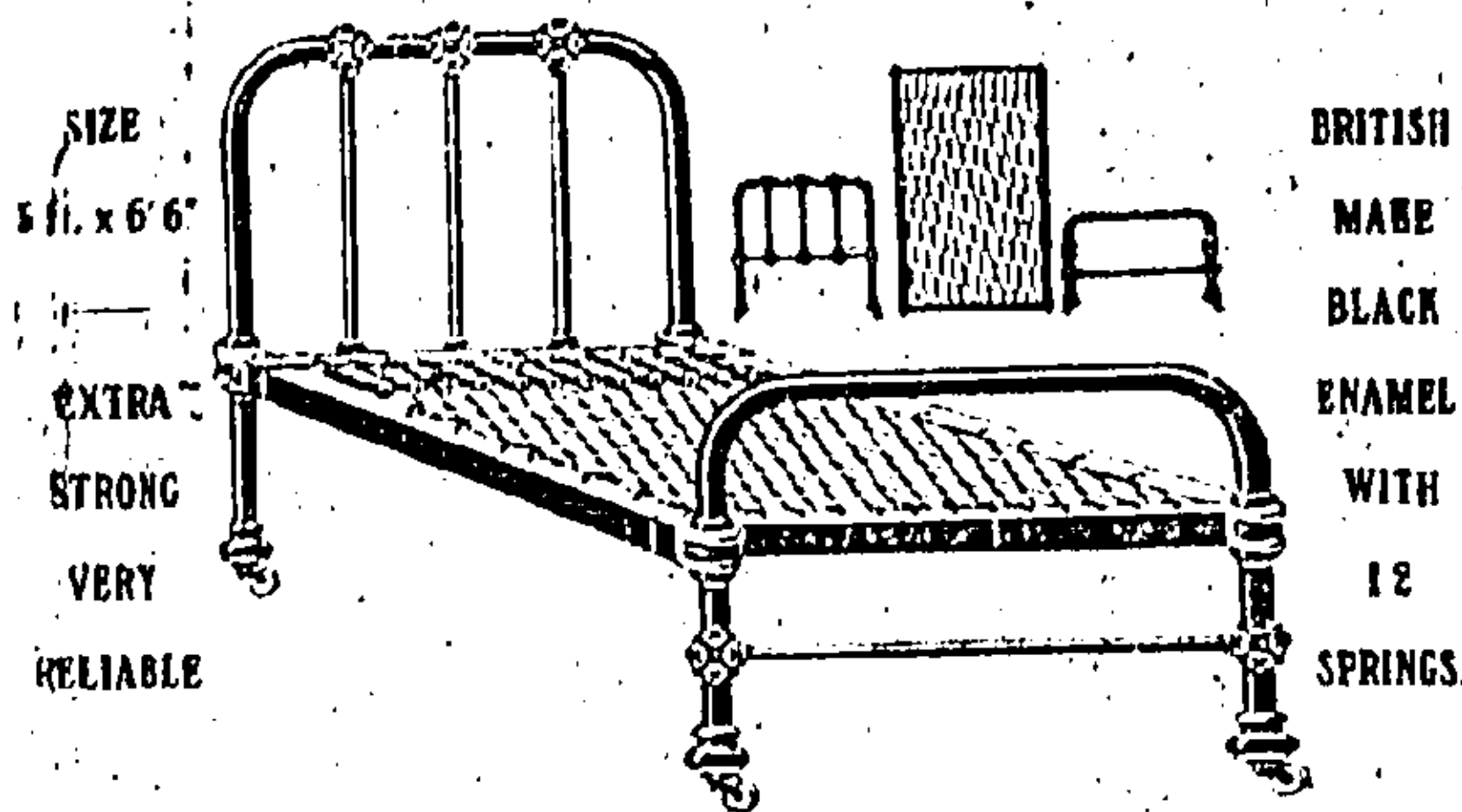
THE SYNCHRONOME SYSTEM OF ELECTRICAL IMPULSE CLOCKS

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Special Value
THREE PART BEDSTEAD.THE BEST VALUE ON
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MATTRESSES - - - - \$11.50 each
PILLOWS KAPOK - - - \$ 2.95 ..ALL BEDDING GUARANTEED TO
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HALL'S DISTMEPER
The KING of Water PaintsIt's Sanitary, washable, and high disinfecting
qualities make it the ideal wall covering for your home
or office.
Handled by all Contractors and Painters.
Write for our Brochure on "How to decorate your
Home" toWilliam C. Jack & Co., Ltd.
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RADIO NOTES AND NEWS.

Superdyne Without An Aerial.

While DX, the rage for long distance reception, remains popular and broadcasting stations compete with one another for honours, one of the sets demanding attention will be the four-tube superdyne, says an American radio-export.

It is one of the few receivers that can bring in stations far away with a fair degree of selectivity. It is practically a radio frequency hookup with two stages of audio and is the product of an old idea—the negative feedback principle.

The set described—here, can easily bring in stations 1000 and 1500 miles away on a loud speaker. Add a push-pull amplifier to the two stages of audio and you have a set almost equaling the super-heterodyne in volume.

An advantage of this set is that it can produce good results without an aerial—a bunch for touring radio fans! It can be built in compact form, bunching all four tubes with short leads. And its construction is comparatively simple.

The parts of the superdyne include:

L-1, L-2, L-3, special variocoupler windings.

L-4, special plate coil.

C-1, C-2, variable condensers, 23-plate.

C-3, grid condenser, 00025 mfd.

S-1, S-2, two-point switches.

R-1, 6-ohm rheostat.

R-2, 6-ohm vernier rheostat.

T-1, T-2, audio frequency transformers, 4:1 ratio.

J, single circuit phone jack.

Four tube sockets.

All this, besides the 6-volt storage A battery, 90-volt B battery, with tap at the 22 1-2 volt terminal, a 3-volt C battery, three amplifier tubes, one detector tube, necessary wire and binding posts for winding the coils, the panel and base for the receiver, and wire for leads.

IN SMALL SPACE.

With all four tubes bunched neatly in a square, and the two transformers behind these, the whole set could be put up very neatly on a base about 16 inches long by 8 inches deep, and the panel could be 16 inches long by 6 inches high. The knobs controlling the tickler and two condensers may be ranged alongside one another at the left of the panel, and the tubes and transformers at the right.

The coil L-4 can be placed behind the second condenser and its windings should be at right angles to those of the variocoupler.

The four coils are made as follows:

L-2 is made first on a 4-inch dielectric tube 3 1-2 inches long, and consists of 42 turns of No. 22 D. S. C. wire. Start the winding

about an inch from the top and tap at the twentieth and the last turn.

L-1 is four turns of the same wire wound in spiral form over L-2 and in the same direction to binding posts at top and bottom of the tube, to which the antenna and ground are connected, respectively.

L-3 is the tickler, consisting of 36 turns of the same wire wound on a 3 1-2 inch rotor, 18 turns on each side.

L-4 consists of 46 turns No. 22 D. S. C. wire on a 4-inch tube coil, with a tap at the 25th turn and the last turn.

The taps on L-2 and L-4 are connected to the switch points of S-1 and S-2, respectively, the lower taps being used for lower and the higher for higher, wave-lengths.

Keep the grid and plate leads of the radio frequency tube as far apart as possible and at right angles.

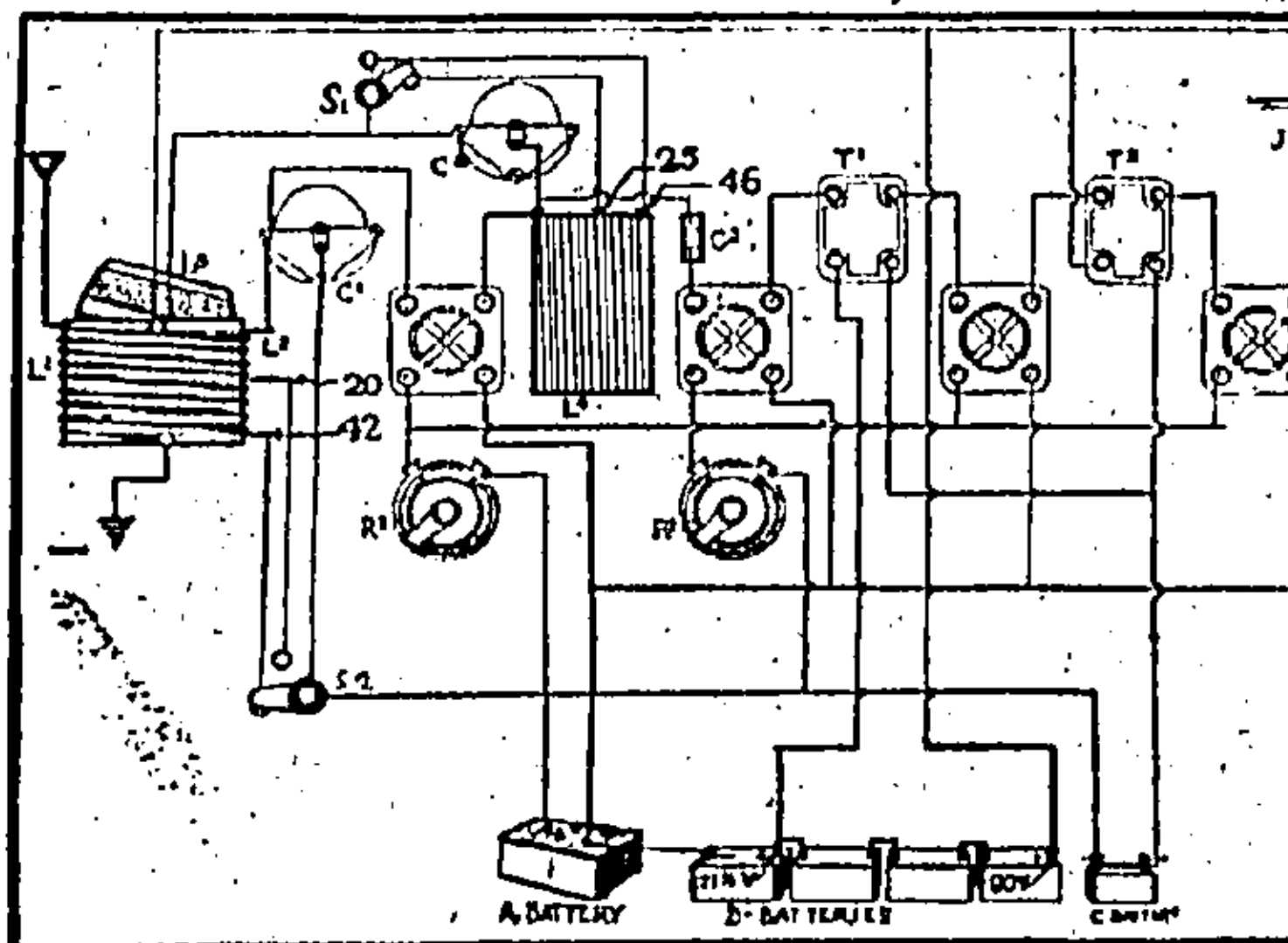
The rheostats are connected so that one controls the detector tube and the other works all three stages of amplification.

A single wire aerial 50 long is sufficient to get best results. When used without aerial the negative of the A battery should be grounded.

Proper connection of the tickler leads may be tested by touching the ground binding post. If there is a howl in the phones, the tickler leads should be reversed.

To operate the superdyne, turn up filaments until a slight hiss is heard. Set both switches at the lower or higher taps, in accordance with the wavelength you wish to tune in, and bring the tickler into an upright position.

Vary the two condensers equally until a slight whistle is heard.



HOOKUP DIAGRAM OF THE FOUR-TUBE SUPERDYNE.

Bring the coil L-3 back slightly until a "click" is heard and the broadcast programme will be audible. Then vary the condenser C-1 moving it forward slightly until the music is heard with the greatest volume.

The volume can then be controlled by the tickler, L-3.

IMPERIAL WIRELESS SERVICE.

Australian Commercial Support.

An Adelaide correspondent reports:—

The Congress of the Associated Chambers of Commerce has passed a resolution unanimously supporting the decision of the Imperial Wireless Service, the

delegates urging that if a speedy termination of the dispute is not reached Australia should ask that the Australian Government be allowed to establish its own station in England, as wireless telegraphy is necessary for commercial communication.

TRANSATLANTIC TELEPHONY.

Two-way Wireless Conversations.

The recent advances in the science of wireless telegraph, including more particularly the invention of the thermionic valve, have brought within the bounds of possibility the linking up of the American and European telephone systems by wireless, which is impracticable with existing types of submarine cable. The first step in this direction was made in 1915, when speech was transmitted by the American Telephone and Telegraph Company from the United States Naval Wireless Station at Arlington to the Eiffel Tower at Paris. A second attempt, made in January, 1923, was so successful that the Postmaster-General appointed a committee under the chairmanship of Admiral of the Fleet Sir H. B. Jackson to investigate the possibility of Transatlantic wireless telephony on a reliable commercial scale. This committee has been at work since April, 1923.

The success of the "one-way" experiments has encouraged the committee to recommend to the Postmaster-General the installation of an experimental 200 k.w. telephony valve transmitting plant at the new Post Office Station at Rugby, of a similar type to that in use for the experiments in America, so as to enable "two-way" conversations to be carried out. It is hoped that these experiments will show that it is possible to connect telephone subscribers in London with subscribers in New York during favourable atmospheric conditions, particularly during the winter months.

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a consignment of the latest
Summer FrocksAND
Hats

From Paris

at moderate prices
Inspection cordially invited.

Les Elegances de Paris,

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The Vitamin Content of

BOVO-LACTIN
ESSENCE.

BOVO-LACTIN ESSENCE in addition to possessing a high protein content in a most easily assimilated form is remarkably rich in Vitamin "B". Vitamin "B" besides its well-known "Anti-peuritis" properties is largely concerned in facilitating the proper performance of the various intestinal functions. It is in this sense a true vitalizer.

Hence, BOVO-LACTIN ESSENCE is an ideal tonic food possessing marked restorative and reinvigorating powers.

It has a special indication in case of auto-intoxication due to habitual constipation.

BOVO-LACTIN ESSENCE is admirably adapted for the elderly, and for invalids with defective digestions. A cupful as a hot drink at bed times is an excellent remedy for insomnia. To children either healthy or ailing it is most beneficial as a hot drink.

In cold Soda Water it forms a most refreshing and invigorating beverage.

Other BOVO-LACTIN preparations:—

Invalid Bovo-Lactin.

The ideal food of in acute illness.

Bovo-Lactin Chocolate.

A perfect food high biological value.

Supplied by:—
Messrs. A. S. Watson & Co., Ltd., Queen's Dispensary,
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The Kowloon Dispensary.



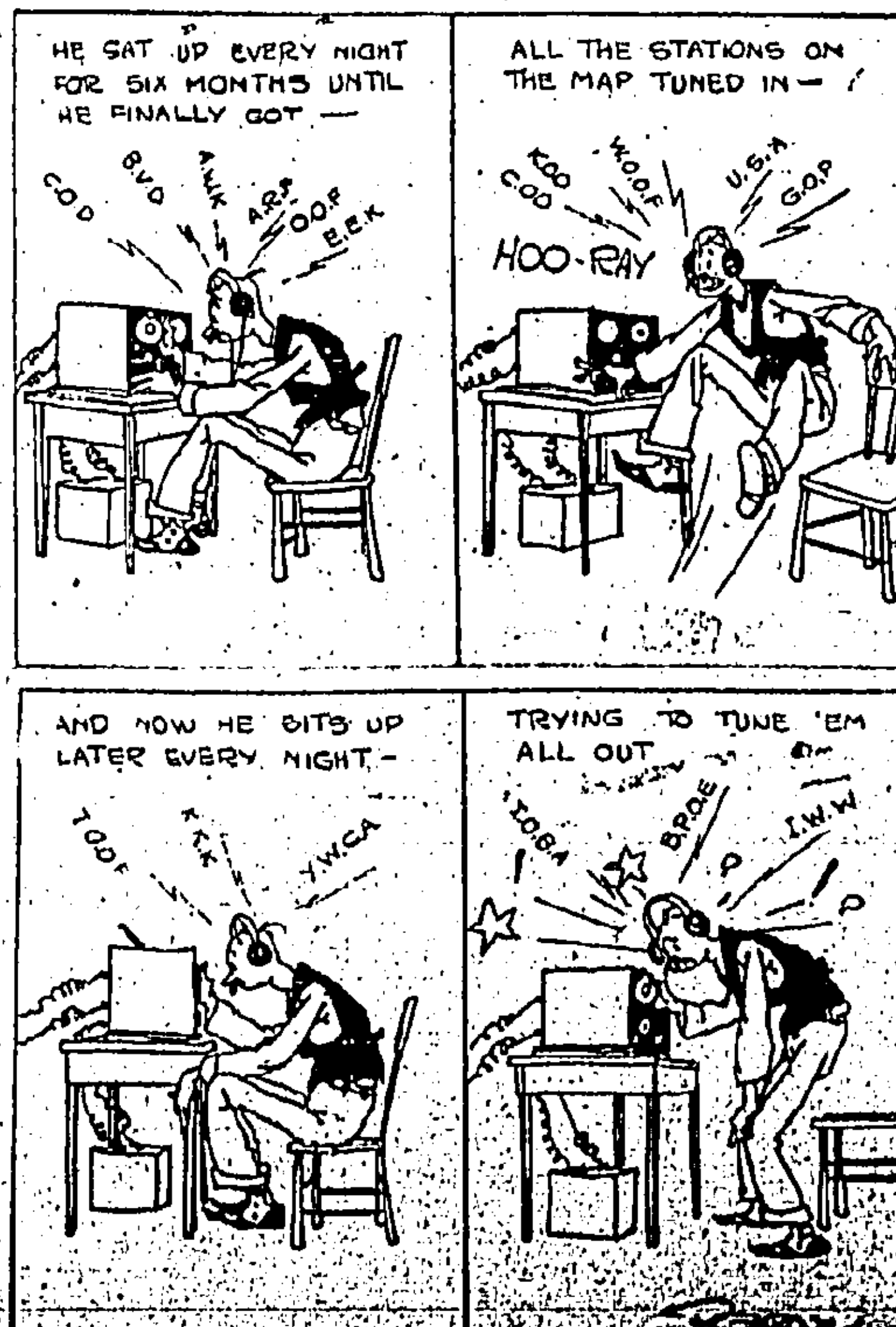
— for all Fine Laundering

The skillful blend of finest Turkish and American tobaccos wonderfully pleasing taste.

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COLONEL'S WIFE ELOPES.

Her Secret Lover Of Bangalore.

Lieut. Colonel Louis Chudleigh Worthington-Wilmer, who is in command of the 2nd Somerset Light Infantry at Agra, obtained a decree nisi in the Divorce Court last month, citing Lieut. Colonel T. B. Olive as co-respondent.

The latter was ordered to pay £500 damages.

It was stated that when they married in 1911 the petitioner was 31 and his wife 23.

"An ideal ago," commented Mr. Justice Horridge.

Mr. Froody, for Colonel Worthington-Wilmer, said when he took command at Agra, and in order that his wife should escape the heat, it was decided that she should go to Bangalore.

She remained there for some months, and returned to her husband at Bombay.

He then found her attitude was different, and she seemed to be distressed.

She admitted she had committed misconduct with Olive.

Apparently, said counsel, the petitioner treated her sympathetically, and said they might, perhaps, in certain circumstances, make a fresh start. They did so

and lived together until February 1923.

TRIP TO DIEPPE.

Colonel Worthington-Wilmer's father having died, they came home, and lived together at Exmouth. Then the wife's father died, and for about a fortnight the couple were not together.

The jury might draw the inference, added counsel, that during that period the wife's acquaintance with Olive was renewed.

When at Bexhill, the husband received a letter from his wife saying she had gone to Dieppe with Colonel Olive, and finally she broke with her husband altogether.

A letter from her to her husband was as follows:—

"Dear Binks,—I am writing to tell you I have gone away with Lieut. Colonel T. B. Olive, and to ask you to please divorce me as quickly as possible. I know I have behaved badly after all your kindness to me, but I simply could not help it. I have tried for a long time to do the right thing and stay with you, but it was no good, and could only mean unhappiness for us all. Our solicitors are—and they will forward any letters to us, as we are leaving here to-morrow and moving on."

Evidence was given that Colonel Olive and "a handsome lady" had stayed together at a Dieppe hotel.

Large
Size
2 pt.
25
cts.



MILKMAID
STERILISED
NATURAL
MILK.

WOMEN'S INTERESTS

MEANS
SAFETY
No
MICROBES.



Small
Size
1 pt.
19
cts.



This bride is swathed in chiffon over white satin with a yoke and veil of real Duchess lace. Her skirt is ruffled and falls in a semi-train. Real orange blossoms are caught in her lace headpiece and full from her bouquet. The maid of honour also wears a ruffled chiffon gown with sleeves of Chantilly lace and silk roses in pastel shades. The bridesmaids wear bouffant frocks of Chantilly lace over satin joined to tight bodices and corsages of flowers. Their hats of white lace braid have wide streamers of pink satin.

LACE LAMPSHADES.

The popular flat lace panels, measuring nine or ten inches long, by seven or eight inches wide, make specially delightful boudoir or drawing-room lampshades.

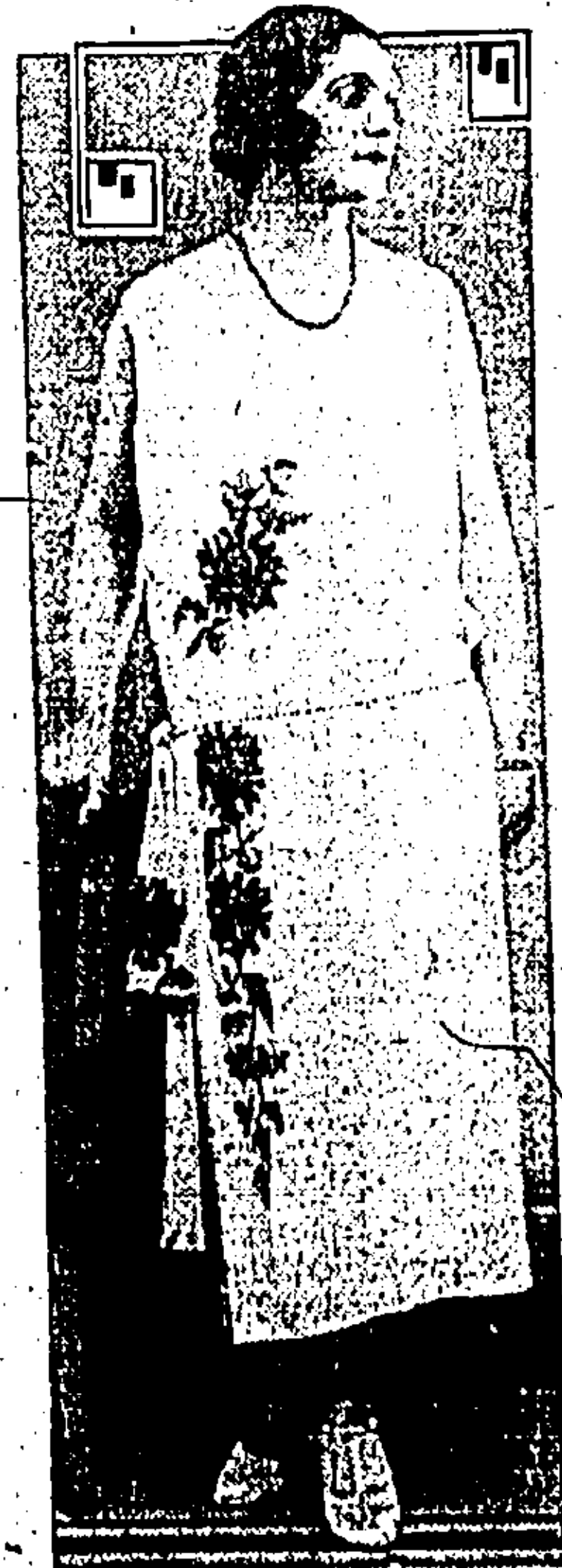
One specially pretty example consisted of three upright panels mounted on the palest pink

Japanese silk. The panels were connected by narrower ones of very fine, slightly ecru tinted lawn, bearing a design in fine broderie anglaise, the panels being put together with a blue-lace insertion and finished top and bottom with a minute band of the same lace.

Mounted Empire shapes on a fine wire foundation with curved inside wires, which do not show when the lamp is lighted, give the softest and most becoming light imaginable.

Such a lampshade may equally well be made from two or three of the charming imitation machine-made panels of flat lace, with their excellent designs of Cupids with bows and arrows and sylphs with garlands. If no broderie anglaise panels are forthcoming, plain fine tinted lawn may replace them, to fill in the gaps between the pictures of lace.

DAINTY DINNER GOWN.



The white satin dinner gown is 'fashion's whim' at the moment. This one strikes as a happy medium of a delicate simplicity as to line with a smart design of beads in shades

A BEAUTIFUL FRENCH ACTRESS.



Mlle. Lucas, the beautiful young French feminist-ballet girl. Her fiery addresses on the subject of votes for women have attracted great crowds in Paris. She addresses women's rights meetings in the afternoons, and of evenings she may be found toe dancing in the Paris Opera.

ICE BEAUTIFIES.

If you happen to have a small lump of ice handy when you are making your toilet, either in the morning or at night, you will find that it will be of great benefit in restoring the contour of a face which has become flabby, especially around the jaws and throat.

Choose a smooth piece of ice, and after washing the face, wet the ice as a massage roller. Stroke the face with the ice in an upward direction, the jaw line towards the fore-

head and from the corners of the mouth towards the ears.

For removing a double chin the ice massage will be found very beneficial. Stroke from beneath the chin towards the base of the neck, and if it is possible to obtain two pieces of ice and one in each hand when treating the throat good results will be obtained in a much shorter time.

Earrings have by no means lost favour with fashionable women and are longer and more elaborate than ever before.

THIS WEEK'S RECIPE.

FUDGE.

2 cups granulated sugar.
1 cup milk.
2 tablespoons butter.
Pinch of salt.
2 tablespoons corn syrup.
1 ounce bitter chocolate cut in small pieces.

Mix ingredients and cook to the soft ball stage. Remove kettle from fire allow to cool 15 minutes. Add one teaspoon vanilla and beat until it is creamy and thick. Add one-half cup of nut meats and spread out in buttered pan one inch thick. Cut into one inch squares.

FASHION NOTES.

Wide bracelets of tortoise shell are very attractive on the upper arm when a carved Spanish comb is worn in the hair.

A white georgette crepe frock with graduated dots in navy blue has each dot outlined with white beads. The largest dots are about the size of a silver dollar and the smallest the size of a five cent piece.

Square-cut beads are now the rage for necklaces and they are separated by a small round or cylindrical shaped bead.

There's a dainty new bracelet on the market fitted up with a mirror, powder puff and lipstick.

The monogrammed bathing suit is new this year, and is used alike on simple jerseys or elaborate silk and satin surf outfits.

Earrings and necklaces of carved white jade are effective with the all black gown.

Summer lingerie takes into consideration the beltless frock and slips and combinations have flounces added considerably below the waistline.

An interesting novelty is a cane wound with narrow ribbon ending in a shower of bows at the top, and a large envelope purse of ribbon to match.

New bags for formal or evening wear are crocheted entirely of small imitation pearls.

Very exquisite lace is used on the fancy slips worn under thin frocks. Wide bands of real lace are often combined with two or three narrow varieties.

Tiny gold beads make an elaborate pattern on a sheath gown of white satin.

The newest ribbons for wrist watches come in pastel colours to match the frocks.

PUTTING ON NEW GLOVES.

Never leave the donning of new gloves till five minutes before one is due to start. That is to court trouble. Saddle down for a leisure half-hour when there is one to spare and carefully work the gloves on to the hands. The hands should be cool and dry and the inside of the gloves dusted with a little powder.

Keep the thumb outside whilst first of all working on the fingers, and when the latter is at last inserted support the elbow on the table or knee. This minimises the strain that so often results in a split glove.

If the gloves have buttons, fasten the second one first and the first last. This also breaks in the glove gently, and is less likely to result in a tear.

Never screw gloves on inside the other, but pull them out flat, blow out the fingers, and, feeling a glove box or sachet, wring them up before putting away.



Vests made of crepe de chine, morocain and especially organdie, are becoming increasingly popular. In the first sketch the vester can be worn open or closed, when it is opened it often discloses a most delightfully coloured, and sometimes also elaborately embroidered vest. The rest of the coat-frock underneath is made of white organdie with the high collar, and a narrow black tie knotted round. The other frock is plainly made without even a belt at the waist, so there is nothing crossing the "patch" of the white silk vest.

SENSE ABOUT SODA.

Soda is the most potent agent for the removal of grease from all pots, pans, cooking utensils, &c. Very thorough rinsing in hot water should be given, however, after the use of soda. Any trace of it left in cooking utensils may be responsible for a spoilt meal. Soda softens water, but for this purpose it should be used with discretion. For instance, it would be disastrous to soften the water

course, assuming that the irritation is of a mild and harmless character, and not due to a serious skin disease.

When mosquitoes and gnats turn a summer evening into a time of martyrdom, get a little bicarbonate of soda and mix it into a paste with a very little water and apply to the irritating bite. It will give a large measure of relief.

Soda baths are often recommended by the doctor in cases of

POPULARITY OF THE SCARF.



Here are seen three scarves of silk crepe and yet so different. To the left, red and white print with a black border hemstitched on, fastens a set of hat and scarf. Yellow, magenta, orange and purple make a riot of colour on a white scarf. It is hand painted. Marabou rings another change and finishes the scarf ends as well as furnishing a chow for the small toque (shown in the last drawing). The marabou is dyed apricot to match the crepe scarf and hat.

In which woollens are washed with soda, and it is inadvisable to add it to the water in which vegetables are cooked, though this latter is a fairly common practice. Bicarbonate of soda should be used instead, and then only in very small quantity.

Always keep the latter in a dry cupboard and in a tightly stoppered glass jar or bottle. Do not buy in large quantities, for bicarbonate of soda stores badly and loses its properties when stale or damp.

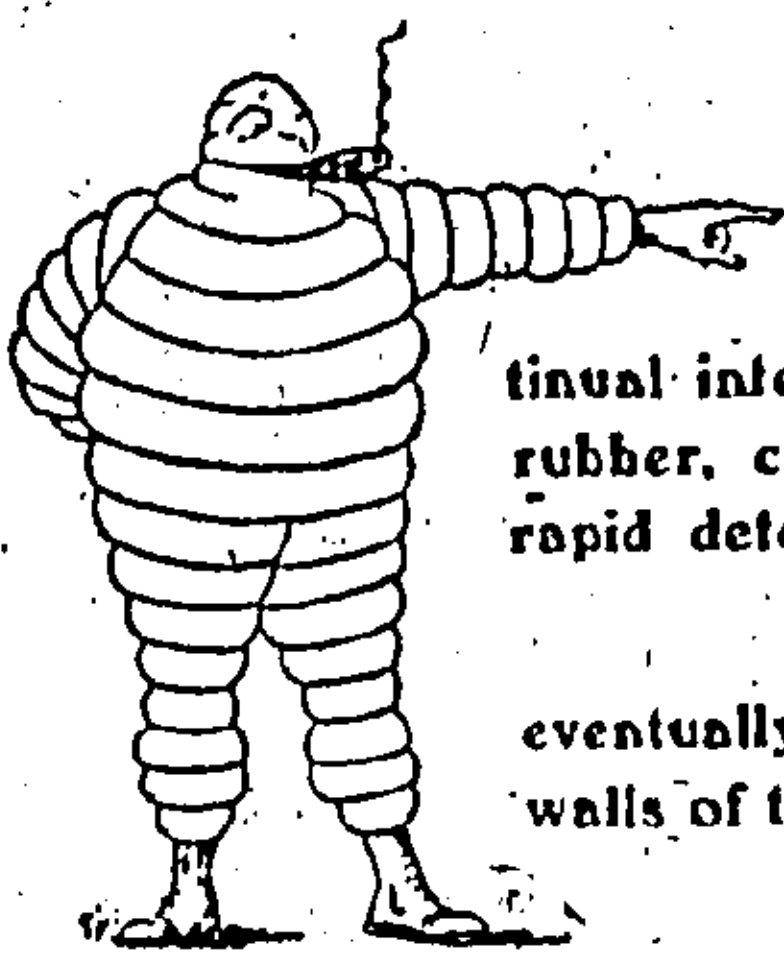
Bicarbonate of soda, dissolved in water, makes a cooling and soothing lotion for application to an irritated skin, always of

rheumatism. To make it add 16oz. of bicarbonate of soda to an average bath full of water. The temperature of the water should be round about 90deg. though medical advice should be asked on this matter.

A refreshing footbath is made by adding 14oz. of washing soda to each 2 gallons of water.

Tulle scarfs may match the frock in colour, or they may differ. Violet tulle with a grey frock, or red with black, or orchid with pink, are successful combinations.

HOW TO GET GOOD SERVICE FROM MICHELIN TYRES



Keep tyres pumped up to correct pressure for the load they have to carry. We can tell you what this should be.

When tyres are under inflated there is continual internal friction between the foundation cord and the rubber, causing overheating of the tyre and consequent rapid deterioration.

Water can also enter causing rust, resulting eventually in the rims having sharp edges which cut the walls of the tyre near the bead.

Most cars in Hongkong run on under inflated tyres with the above disastrous results.

Have your wheels examined front and rear for trueness and tracking alignment. If they are at fault in this respect the tread of the cover is subject to a grinding action which quickly destroys the cover.

Keep tyres free from oil and grease.

Start and stop gently and take corners slowly.

Lastly—buy MICHELIN tyres from us and follow the above advice and tyre satisfaction is assured.

EUROPE-ASIA TRADING CO.

Telephone 3438.

China Building, 1st Floor.



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MOTORISTS who keep their cars in top form realise the value of promptly replacing a wornout, faulty part.

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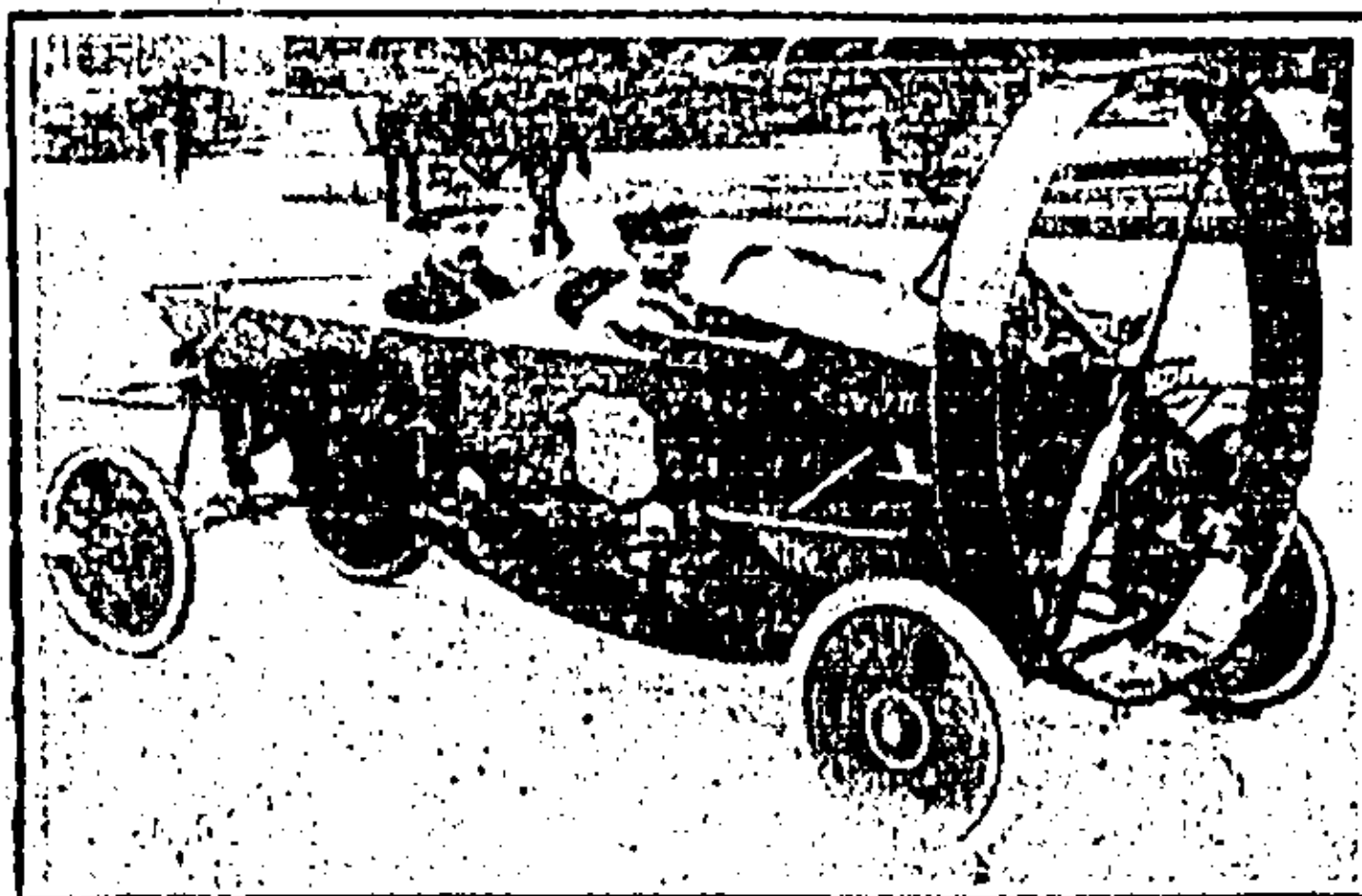
And our prices are rock-bottom, always.

The Dragon Motor Car Co., Ltd.

Export and Constant European Supervision.

Telephone Central 3950 A. J. Allison Service Manager.

HALF AUTO—HALF AIRPLANE.



When this new car gets started the occupants don't know for sure whether they're flying or riding. The latest in Paris speedsters, it carries a small airplane motor, built in a light chassis car and the propeller pulls the car along at terrific speed blowing up a whirlwind of dust and making a deafening noise.

NEW CYLINDER DESIGN.

It is interesting to note that oval-shaped cylinders are employed in several of the late models of British manufacture with rather good success. The idea is by no means new, as during the war aeroplane practice allowed for the use of non-cylindrical cylinders "so as to get the most possible power into the least possible space. Where a four, six or eight in line engine is used the overall length is reduced most appreciably by use of the oval cylinders. A single crank pin can operate a number of oval cylinders where the circular bodies would take up more room and need more driving force. Four-cylinder engines with two bearing crankshafts have often been produced, but not possible to get owing to the crankshaft length having a tendency to whip. Another advantage of oval cylinders is in valve layout. Where overhead valves are employed, it is possible to utilize valves of larger diameter without the necessity for increasing the size of the head or pocketing part of the diameter of the valve. Leakage of compression past the gaps in the piston rings with consequent loss of power could not occur with oval pistons and rings. Like the four-wheel brake, the balloon tyre, the one-piece chassis, and other European engineering successes adopted by this country, look for the adoption of the oval cylinders for quantity production.

BEAUTY IN MODERN INVENTIONS.

There has always been in the minds of some the idea that the artist is a useless person, is confined to canvas and paint, and that beauty is an unnecessary appendage, a mere decoration. Close investigation, however, of the facts reveals this to be a fallacy. For the most part the truly useful things are invariably the most beautiful even in the ordinary utensils of life, but when it comes to such marvellous modern creations as aeroplanes, motor cars and motor boats, with their wonderful internal combustion engines, such as the Napier Lion for aircraft, the Rolls-Royce for cars, and the equally famous Alfa Craig marine motor made at Chiswick, London, by the Alfa Craig Motor Co., Ltd., one realises to the full how closely allied are the true engineer and the artist. Are not their productions marvels of beauty? What more glorious sight is there than a graceful motor yacht speeding along its course or an aeroplane high up in the sky? The very engines which give them their driving power are as beautiful as

THE DISABLED DRIVER.

WHAT HE CAN AND SHOULD DO.

Disabled drivers excite one's sympathy, more especially in view of the fact that many of them are physically impaired as a result of the war. But the subject remains a difficult one in present-day circumstances, says Capt. E. de Normanville, in the *Daily Chronicle*.

With what measure of physical disability is it safe to drive a motor-car? It is extraneous to my province to offer a definite reply to the query. But with all the sympathy in the world for such people it is necessary to urge caution.

The driving of a motor-car today demands all the attention of even the physically fit. It is not the actual driving of a car which accounts for the fact. It is from extraneous causes that the dangers nearly always arise.

There are the defects of the other drivers, and the defects of other road users, more particularly the thoughtlessness of pedestrians and children.

NATURE'S COMPENSATION.

Consequently, to the many would-be drivers who are disabled and their friends who inquire of the *Daily Chronicle* on their behalf, I would say that the first consideration must be the measure of the disability in relation to car driving, and secondly the area in which it is intended to drive.

I know a deal of drivers, one-armed drivers, and one-legged drivers who have driven for many years without accident or even serious incident. Nature has a kindly way of making up for such deficiencies, and it frequently does so by intensifying some other sense or ability.

For example one deaf friend has a continuous knowledge of what is behind him without even appearing to look in his driving mirror. And his road instinct for knowing when something quite invisible is approaching from a cross road is truly uncanny.

Consequently, it is ungenerous and lacking knowledge of the subject to say that the disabled driver is ipso facto less safe as a road unit than the normal and physically-fit driver. But in extreme cases of physical incapacity one can none the less emphasise the need for additional care.

A NEW DEVELOPMENT.

With those qualifications I now bring to your notice an arrangement of controls which goes beyond the normal in that it is designed for the benefit of the unfortunate who has lost both legs.

It is supplied by Messrs. G. W. K., Ltd., and will be fitted to their standard model cars without addition to the catalogue prices.

Briefly, the arrangement consists of a pivoted steering column so connected to clutch and brakes that slight downward pressure on the wheel frees the engine and further pressure applies the brakes. The footboard is, of course, devoid of pedals, the throttle being controlled by a hand-placed lever below the wheel.

So long as the wheel is pulled down from the centre, the steering is not affected whilst the other hand is making a gear change or applying the brake lever. A car so equipped is being regularly and successfully driven in London traffic.

a problem of Euclid—as beautiful as the idea that first grew up in the minds of the men, true artists, whose inventive genius brought them to their final perfection.

OBSERVATION.

The man who has never spent a cent on repairs belongs to the same club with the man who has never been sick a day in his life.

AUTO AS CIRCUS FREAK.

Such a curiosity in 1896 was the motor car that Barnum and Bailey's circus exhibited a "horseless carriage" among their curios.

Everybody has the right of way but you.

U.S. MOTOR LAWS.

THE NEED OF UNIFORMITY.

The need for fair and uniform legislation on the use and operation of motor vehicles throughout the United States, and an invitation for exchange of ideas on legislation between the National Motor Vehicle Conference committee and motor vehicle associations abroad were high points in the address of Mr. H. H. Rice, Chairman of the Legislative Committee of the National Automobile Chamber of Commerce, at the World Motor Transport Congress just held in Detroit. The Congress was attended by 140 delegates from 42 foreign countries.

Mr. Rice pointed out that up until 1904 there were practically no motor vehicle laws in the United States and that since that time laws had been passed by the legislatures of every state in the Union, covering both their taxation and operation. In the matter of registration or license fees alone, he pointed out, there is so much lack of uniformity that the fee on a five-ton truck, for example, varies from \$40 in one state to \$300 in another. He saw the same need for uniformity in laws affecting the operation, particularly those relating to size, weight and speed and traffic regulation. "At the present time," states Mr. Rice, "there is so great a diversity in these laws that a driver going from one state to another, or even from one city to another in the same state, may be confronted with an entirely different set of traffic regulations. The condition makes it necessary for the driver to familiarize himself with the rules of all the different states, and municipalities as well, if he wants the assurance that he is driving properly."

It is hoped that public opinion, moulded by experience in inter-state travel, will do much in the next few years to bring about great uniformity of laws. The programme which has been approved by the motor vehicles conference committee and which is rapidly gaining popular support includes a basis for uniform taxation and provision for the use of the proceeds in the administration of governmental automotive departments and in the maintenance of improved highways. It also includes provisions for uniformity in the regulation of size, weight and speed, the use of common carriers, traffic rules and regulations, and strong recommendation for the universal adoption of certificate-of-title or anti-theft laws.

A RUBBER STREET.



Rubber paving blocks, are being tried out in Boston streets. They are said to take the noise out of traffic and to wear better than many paving materials. Mr. John A. Bourke, a Boston city official, is shown laying the first blocks.

Boston, May 24.—The first rubber street ever laid in America is being put down in Boston. Near the centre of a drawbridge on Northern avenue the second section of rubber pavement was placed recently at a place where severe horse-drawn and motor truck traffic conditions exist. The first section of rubber was laid a week before.

The rubber pavement consists of blocks six by twelve inches and one inch thick. The great difficulty in the way of success of rubber block pavement heretofore has been the inability to keep the blocks down, and to prevent them from creeping. Cementing to the foundation would not accomplish the result. It is now being constructed with two semi-circular flaps on one side and one flap on one end of the base of the block, which fit into corresponding recesses in the base of the adjoining block.

Drive spikes are driven through holes in the flaps into the bridge flooring or the special device used for the concrete road foundations. The blocks are laid in hot rubberized cement, uniting the blocks together and to the foundation, making a water-tight roadway over the street or bridge foundation.

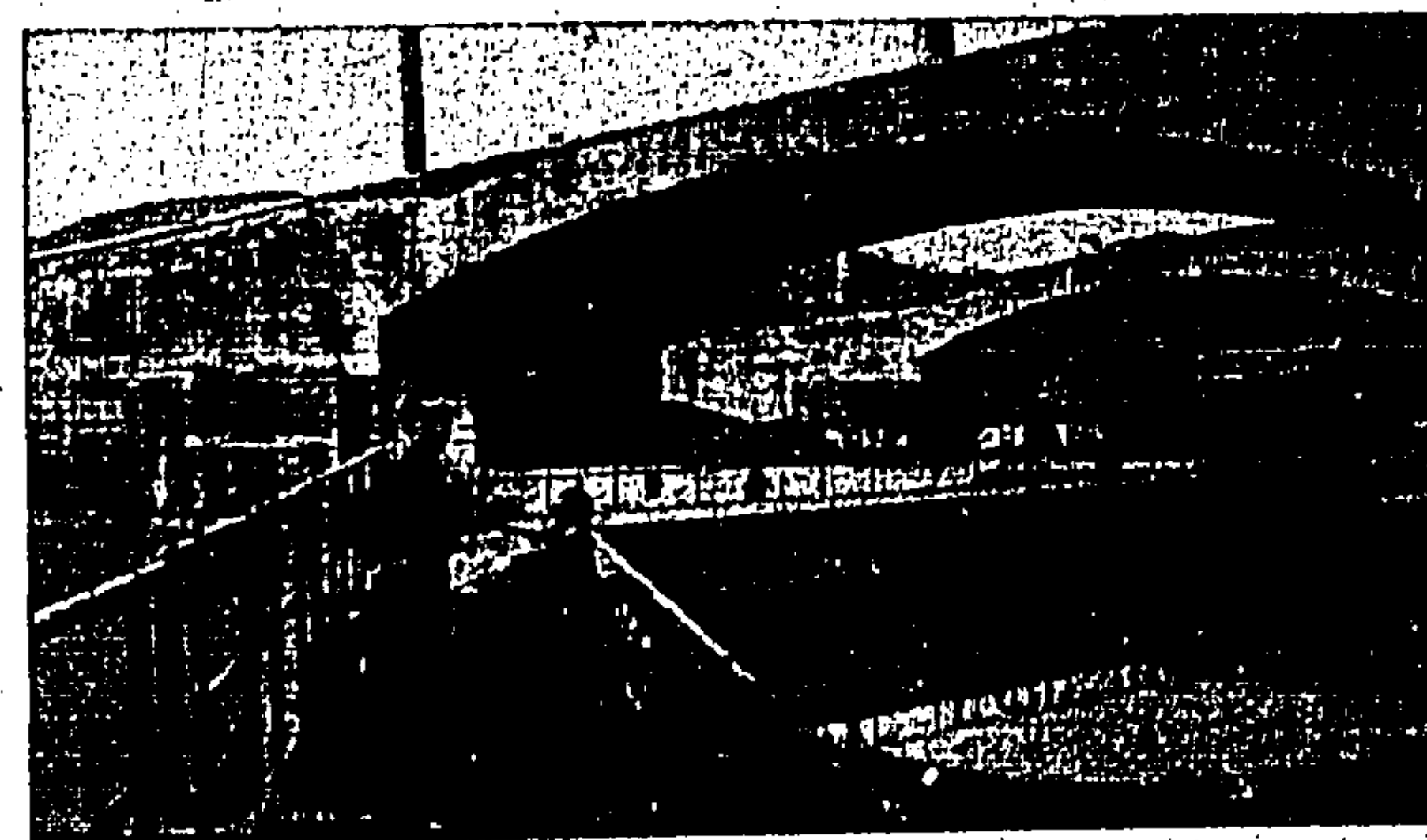
The speed and accuracy with which this rubber pavement can be laid was exemplified by a crew of four bridge mechanics, a cement pourer, cement layer, paving block placer and a spiker who laid the first hundred at the rate of sixty square feet per hour.

The first section of rubber pavement laid has been in constant use for nearly a week, and much to the surprise of all observers, the sharpest horse shoe calks or the heavy steel tyres make no scratch or mark on the pavement.

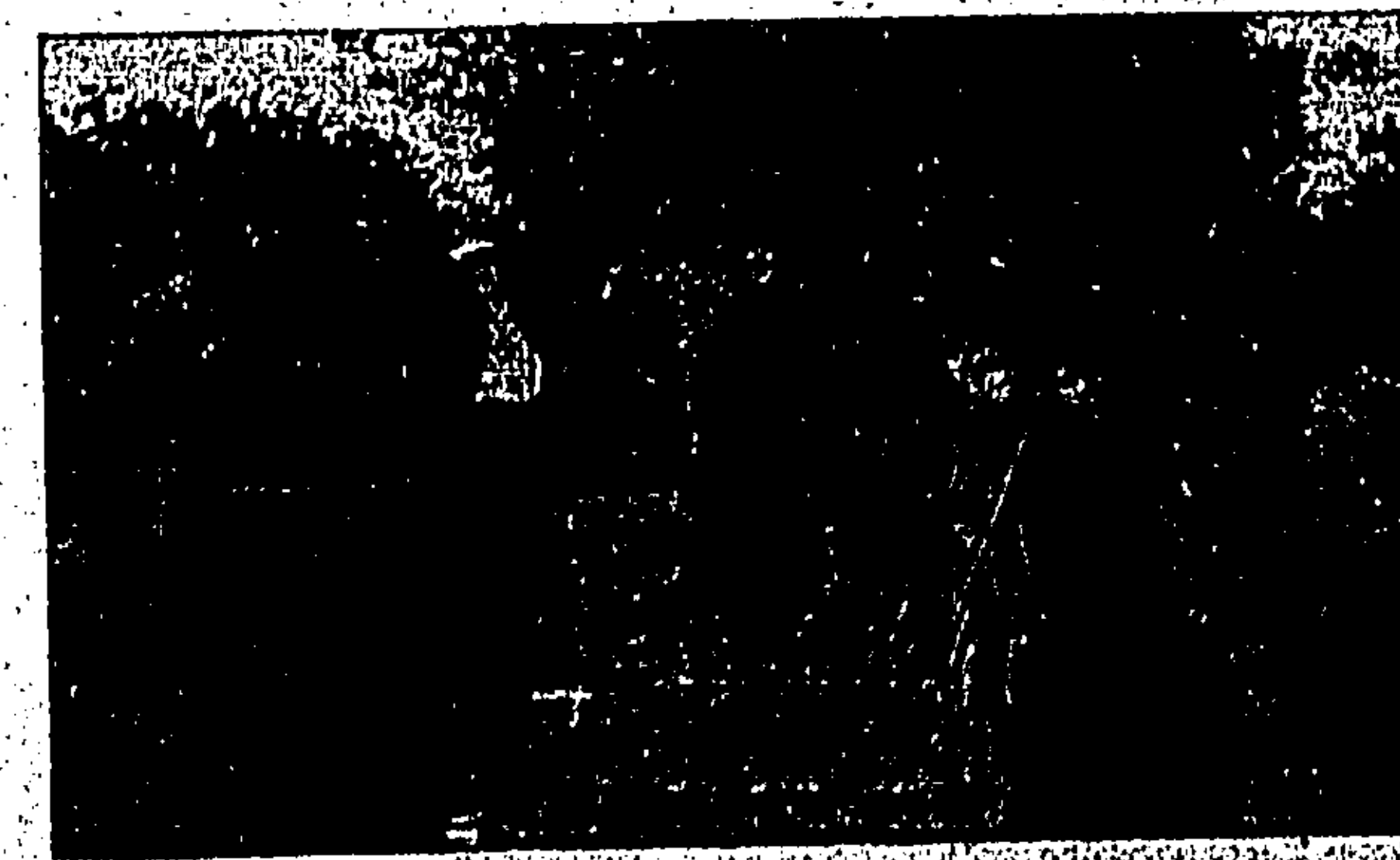
As the horses and vehicles pass over the rubber paved section the lack of noise is at once noticed, thus showing the desirability of this class of pavement for streets around hospitals, particular residences and high-class office buildings.

THE POPULAR HARLEY DAVIDSON.

Typical Photographs from America.



This shows an Harley Davidson enthusiast on one of the lock gates of the Panama Canal.



Helping themselves to an orange orchard in California. Driver, passenger and baby appear to be enjoying themselves.



Matchless Quality At Moderate Price

This is the reason for the universal demand for Firestone Cord Tyres.

They are scientifically right in every detail—from the many plies of gum-dipped cord—which form the strong, pliant body, to the enduring, road-gripping tread.

They satisfy the buyer who wants technical reasons for mileage and are equally logical equipment for him who requires only that his tyres bear public endorsement and an enviable name.

Most Miles per Dollar

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THE DURO MOTOR COMPANY.

26 Nathan Road, Kowloon Kowloon 226

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- We open up batteries for inspection.
- We loan you a battery while repairing yours.
- We furnish a most complete motor car battery service.
- We have a large stock of spare parts for Columbia Batteries.
- We give free battery inspection service at our Wong Nei Chung Road. (Happy Valley) Service Station.

This includes:—

- (1) Filling with distilled water.
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YOUR next battery should be a COLUMBIA!

THE DRAGON MOTOR CAR Co., Ltd.

Expert and Constant European Supervision.

Telephone Central 3950.....A. J. Allison, Service Manager.

Among numerous exhibitors of smaller numbers of machines, the P. and P. are interesting by reason of their duplex cradle frame, detachable rear wheels, and other features. The 349 c.c. model with three-speed gear and all-chain drive sells at \$252.10.0., while those who are attracted by high power and speed capabilities will be interested in the 978 c.c. super-sports model, a feature of which is its large ground clearance.

An old mechanic says:—I've seen some folks shoot a lot of oil around the oil plug for a generator bearing, imagining that it would work its way in. What it did, in most cases, was to work its way down and out, perhaps never touching the part it was intended to lubricate. When you're oilin' the car don't water the oil by puttin' it where it's goin' to run off and encourage a repair bill. Let gravity do your work. It's what they call science, but it's sense, anyway.

HINTS ON WASHING YOUR CAR.

HOW CARE SHOULD BE EXERCISED.

Upon returning from a trip in the country where mud accidentally was splashed on your car, make it a point to remove the mud immediately as there is a possibility of streaking or spotting the finish.

The easiest way to remove mud is to use just enough water to soak it off. Do not rub it or use a stream of water under pressure—a hose with the nozzle removed is the best.

Do not allow soapy water or soap to remain on the painted surfaces. After the car has been washed thoroughly dry it without delay with a clean chamois, but under no circumstances should the same sponge or chamois be used on the body which was used for the running gear. Invariably a certain amount of grit remains in either a sponge or chamois and consequently will scratch the high finish of the body.

Rubbing of sponges and chamois should be done in straight lines rather than in circles. To prevent water drying and spotting it is a good practice to clean one side at a time. Avoid applying chamois and especially the sponge with great pressure. And remember do not rub after the surface is dry.

With the road building programmes in progress everywhere there is a probability of your getting tar on your car, splashed up from the wheels. Should this be your experience at any time an effective method of removing tar is to dip a piece of cheese cloth in crude oil and apply, allowing it to remain on for a few moments. After wiping the crude oil off, if any tar remains, repeat the process.

As a last thought, do not make it a practice to wash your car too often; excess washing deadens the finish of a highly polished car. Many car owners who are proud of their cars make this mistake whereas a word of warning will insure longer life to the car's finish.

The route of the skidding car is always a fresh trail into the unknown.

A FORD VESSEL.

A NEW MOTOR SHIP.

Detroit, April 26.—Here in the heart of the Ford industries another step was taken today to link these great manufacturing plants more closely and securely with the sources of raw materials, when the Ford Motor Company's second steel freighter, the Benson Ford, was launched at the shipyards of the Great Lakes Engineering Works.

The ship, which is named after Henry Ford's grandson, Benson, second son of Edsel B. Ford, was launched at 11:30 A. M.

The new vessel will go into service about July 15th, joining the Henry Ford II, which was launched several months ago, and will carry iron ore from the Ford mines in northern Michigan to the great blast furnaces at the River Rouge plant of the company here. On trips from Detroit the boats will carry Ford coal to the upper peninsula of Michigan.

The Benson Ford, which will be one of the largest lake freighters, is of standard type lake bulk freight steamer design, 612 feet over all, with a 62-foot beam and a cargo carrying capacity of 13,000 tons. It will carry a crew of approximately forty men.

Like the Henry Ford II, it is a motor ship, operated by a Diesel engine of the Sun-Doxford two-cycle type which will develop 3,000 horse-power. Tanks, with a capacity of 300 tons will carry fuel oil for the operation of the main engines and the auxiliary Diesel motors which will drive the electric generators to provide electric current for the operation of the many pumps and auxiliaries.

The fresh water supply for the cabins is carried in two tanks with a total capacity of 20,000 gallons. This water supply before going to the rooms is all filtered and purified. The usual practice on vessels is to supply distilled water for drinking purposes only and furnish raw water for all other purposes. In this case, however, all water will be purified so that there will be no water on the ship which is not perfectly safe to drink.

All living rooms will be heated by electricity, and all cooking done on electric ranges. In fact, the electrical equipment throughout the vessel will be complete in every detail.

All auxiliary machinery such as pumps, anchor windlasses, mooring winches, winches for opening and closing the hatches will be electrically driven.

Main whistles mounted on the stack will be electrically operated and in this connection there will be installed on the foremast of the vessel an illuminated letter "F" which will flash in unison with the operation of the main whistles. The name "Ford" written in script, mounted on each side of the stack, will be artificially illuminated.

The navigating equipment will be the most complete of any ship on the Great Lakes. In addition to the usual outfit of magnetic compasses, deep sea sounding machine and patent log, the ship

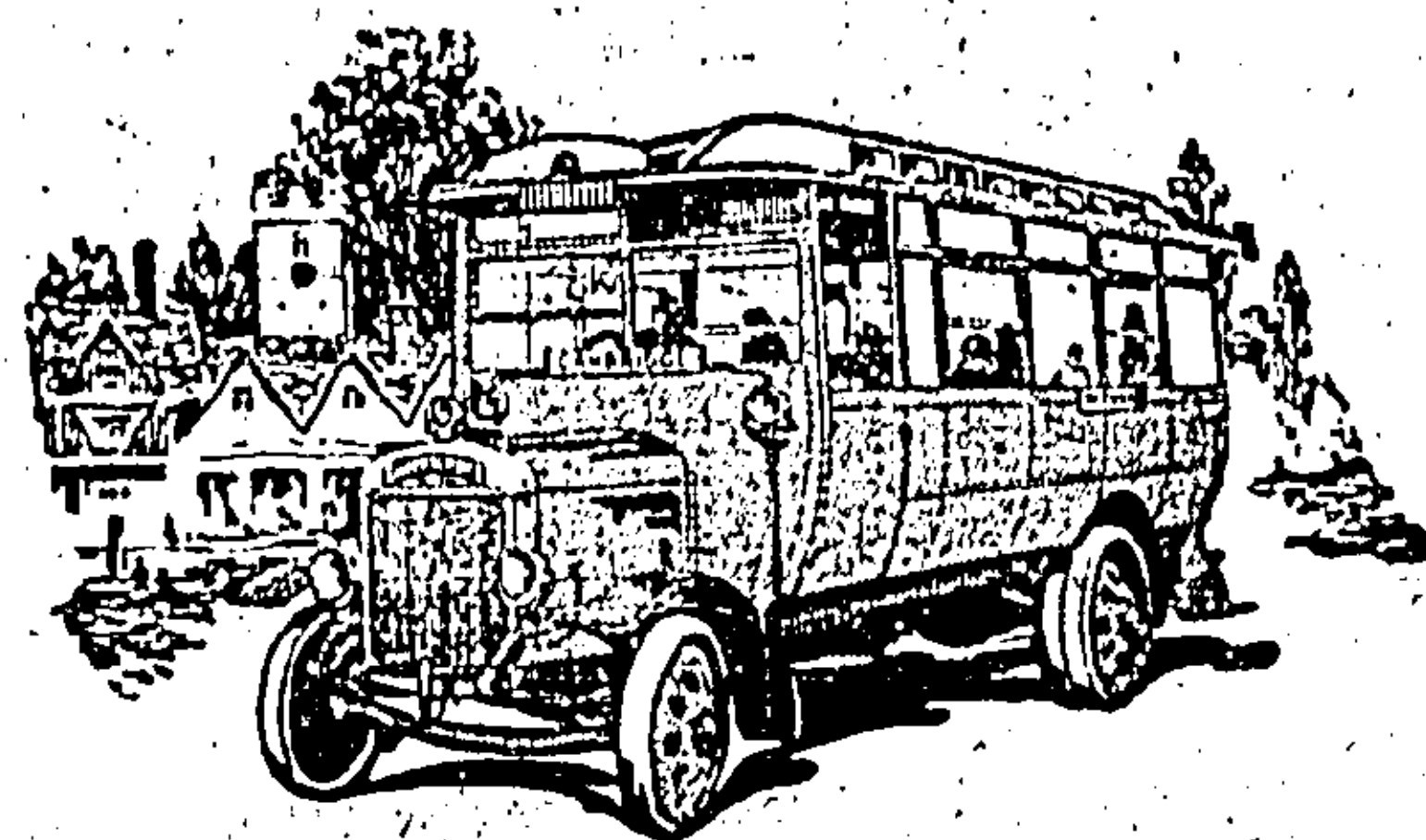
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2 TO 6 TONS

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A TYPE FOR EVERY REQUIREMENT
For Passengers or Merchandise



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BRITISH BUS FOR BRITISH COLONY

TRUST A
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SPECIFICATION and PRICES

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BARGAINS in USED CARS

Many people have the habit of getting a new car every year, no matter how good the old car may be. It is a good habit. Good for us because it helps the sale of new cars and puts some extra good used cars at our disposal. And that is what makes it good for you.

Prices on application covering following makes of cars:—

- Cadillac; Dodge; Essex; Hudson; Locomobile; Marmon; Singer; Willys-Knight; Winton-Six; AND one practically new FIVE-PASSENGER CLEVELAND SPORT MODEL.

Remember A Used Car is only as good as the firm with which you deal.

The DRAGON MOTOR CAR Co., Ltd.

Registered Head Office & Show Room.
Wong Nei Chung Road (Happy Valley). Call Central 3950.

ROADS TO NOWHERE.

BY BERTON BRALEY.

Sometimes I grow weary of pavement,
Of roads that are built of cement,
Which hold you in ordered enslavement
At least to a certain extent;
Where driving's a guarded progression,
With motor-cops always on hand,
Where all the cars move in procession,
And all that you need is a band.

I like to get off of the highway
And drive over roads that are strange,
Explore some unfrequented byway
Unmapped and unmarked, for a change;
Away from the sign-boards and traffic,
Away from the smell of the gas,
Where there is peace most seraphic,
And nobody's honking to pass!

The roads may be crooked and narrow,
And muddy or rocky indeed,
The sort that is certain to harrow
The soul of the man who wants speed;
It's all in the way that you view them,
I don't greet bad roads with acclaim,
And yet I find wandering through them
Adds zest to the motoring game.

May broad concrete roads be extended
All over the nation, until
Our main traffic highways are splendid
And smoother than marble—but still
I shrink with a kind of dismay from
The thought—and it certainly jars—
Of days when one can't get away from
The endless procession of cars!

MEETS every need of the motorist—quick "pick up," maximum mileage, dominant power, utmost speed—plus real economy. SHELL gives you everything.

The Asiatic Petroleum Co. (South China) Ltd.



"Even better than my former Essex"

Advantages of both Hudson and the former Essex are combined in the new Essex Coach.

And with finer body and a 6 cylinder motor, built on Hudson patents, its cost is much less than Essex closed car comforts ever sold for.

It continues the famous Essex qualities of performance, economy and reliability.

Steering is like guiding a bicycle. Gears shift easily. Care of the car calls for little more than keeping it lubricated. Its economy includes not only exceptional gas, oil and tire mileage, but a policy of minimum maintenance cost with parts prices that will astonish you.

5-passenger Touring ... \$2,375
5-passenger Coach ... \$2,800



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Largest Motor Sales in Hong Kong & Service Station. Come and See Them.
Wong Nei Chung Road, Happy Valley. Telephone Central 3950

The Famous "GARNER" British-built truck-chassis and passenger-bus.

The S.S. "Telamon" arriving on the 6th. July, will bring us a consignment of 2 of the famous British-built "GARNER" 2-ton truck-chassis, equipped with pneumatic tyres,

and

The S.S. "Glensheil" arriving on the 24th. July, will also bring one 24-passenger British-built Bus. English pattern, complete with body and also equipped with pneumatic tyres.

Before buying see us about the famous "GARNER" truck-chassis and buses.

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HONGKONG & KOWLOON TAXICAB CO., LTD.

26, Queen's Road Central,
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Indian
MOTOR CYCLES.

Delivery from stock.
Catalogue & demonstration
from Sole Agents
ALEX. ROSS & Co. (China) Ltd.
Bank of China Bldg. Hongkong
Telephone 27 or 2487.

A MONSTER TYRE.

The largest known tyre in the world, measuring 64 x 14 in., is being designed at the Air Service Engineering Division, McCook Field, Dayton, Ohio.

The experimental casing is of the straight side type, and because of its size has necessitated the design of a special wheel upon which to fit it. The estimated weight of the tyre and wheel assembly is about 300 lb., and the normal load is approximately

20,000 lb., with an inflation pressure of 75 lb. in the tyre.

The estimated breaking load of the wheel is 60,000 lb. The largest American tyre heretofore built was 54 x 12 in. and is at present used on the Barling Bomber.

A wise driver considers his brakes of chief importance before he starts off for the day, and then forgets them. Vice versa for the average.

FUTURE OF MOTORING.

LIMITS HARDLY CONCEIVABLE.

The Man-in-the-Street fondly entertains the idea that theory necessarily precedes practice in the development of any branch of engineering, including the evolution of automobilism, though he may not be aware that the late Lord Kelvin expressed a firm conviction to Mr. Roger Wallace, when the latter was chairman of the Royal Aero Club, that flying with power was impossible. That great scientist momentarily forgetting that fact must provide theory, had worked it out to his own satisfaction by mathematics, overlooking the point that theory is just so much, and no more, to engineering practice than grammar is to the speech of the people, and never imagining a Napier Lion engine engaged in taking three Britishers by air round the world in 1924. The people speak as they choose. After they have elected to use certain words in certain connections and forms of speech for a decade or two the grammarians accept those words and phrasings which, hitherto, they have objected to as bad grammar, making them recognised English. Hence the need perpetually to bring out new dictionaries and, incidentally, the necessity to supplement the great New Oxford Dictionary by at least two volumes, as is well known, before the letter, Z has gone to press, far less been issued to the public. So it is in regard to the evolution of the science of engineering. Each decade in scientific history has witnessed the re-writing of fundamental principles. Each process of this kind has brought science in each of its branches closer to a common elementary science. Twenty years ago seemingly organic and inorganic chemistry were widely separated and specialised fields of knowledge. The atomic theory was wrecked on the rocks of ionisation, and, in turn, this theory had to give way to the electronic theory, which is equally applicable to both fields, so that chemistry is rapidly becoming but a single division of the study of the laws of energy and material. And incidentally motor-cars are being made better and marketed cheaper, than ever before; yet we are merely at the beginning of that process.

KETTERINGS—AND THE MASTER KEY.

On this fascinating subject Mr. C. F. Kettering, the practical scientific engineer, who is head and shoulders above anybody devoting his brains and time to the service of the American automobile industry, and who has certainly no counterpart type in European automobile engineering practice, being the man who, incidentally, gave the world the first practicable electrical engine starter and the present head of General Motors Research Corporation, has been saying some things very much to the point, and in very characteristic phrasing, in the course of addressing members of the Society of Automobile Engineers of America, by way of stressing the fact that further knowledge of fundamental laws is needed. "Things are labelled 'scientific' when a man desires to talk over the heads of his listeners and technical when he does not understand the matter himself," said Mr. Kettering, who, incidentally, directed the chemical researches which have revolutionised the petrol fuel problem in America by causing a non-detonating dope, styled Ethyl gas, to be marketed through the ordinary petrol distributing channels. "Engineering is a combination of brains and materials—the more the brains, the less the material. Engineering must partake as much of economic horse-sense as it does of scientific principles. The fundamental laws of all sciences pertaining to matter are identical and are capable of universal use. Engineering is constantly stumbling over specialised types of nomenclature. The laws of all branches of science can be condensed into a twenty-five-page handbook. No branch of science is complete in itself and cannot be until all forms of energy are utilised to the utmost."

Palco-Detroit Motor Car Company set another record for sales during the month of March by shipping 5,983 Palcos and Jewettas, according to figures just announced by the factory. March figures compare with 5,589 shipped in February, 5,451 in January and 4,759 in March of last year, according to the sales records of the company.

TO MOTORISTS GOING HOME.

SOME VALUABLE HINTS.

We have received from a London correspondent the following information, which will be of great utility to any of our readers who may be visiting Great Britain this summer, either on account of the British Empire Exhibition or merely as tourists.

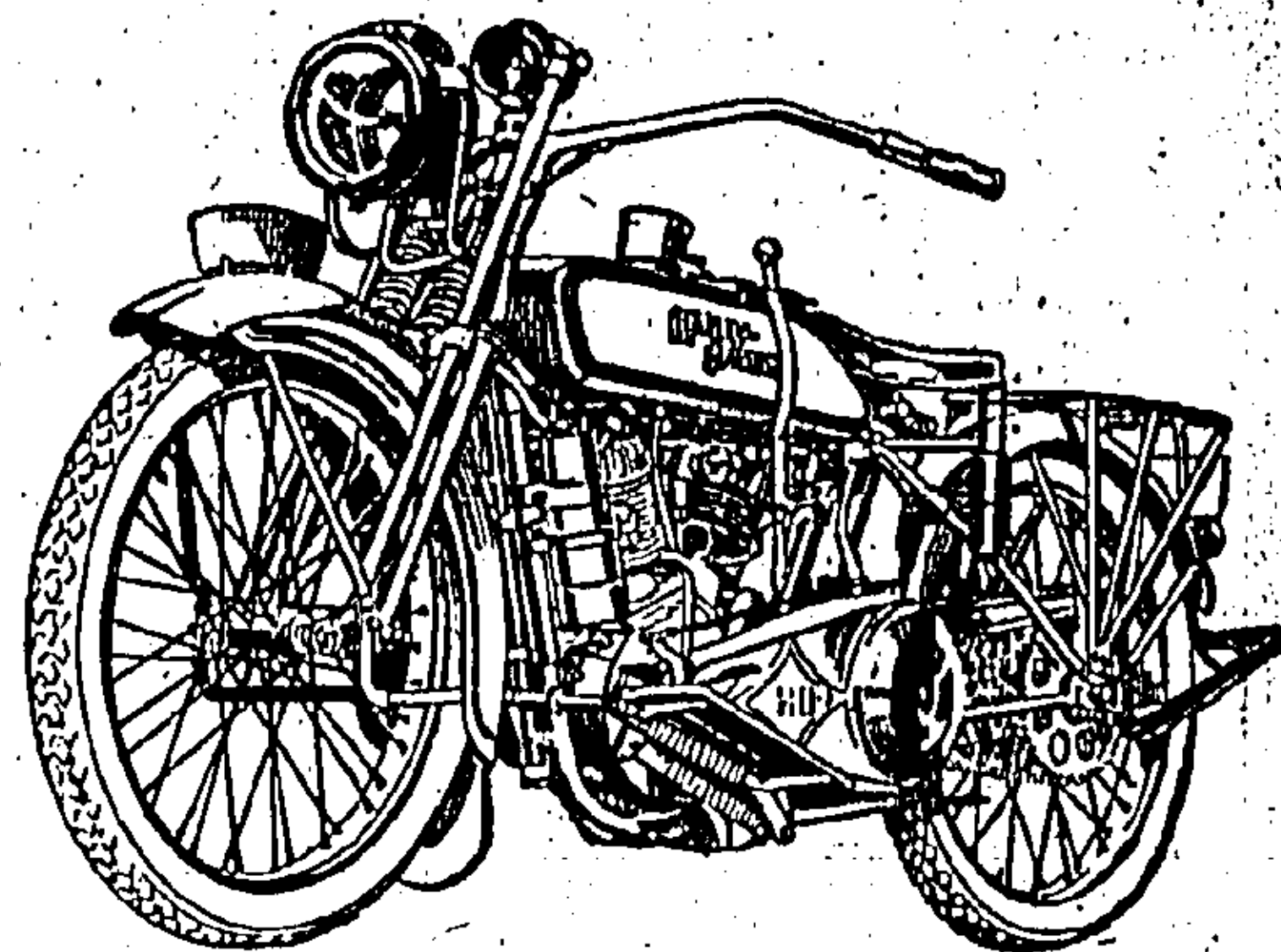
A few days ago I received a letter from a friend who is an official of an overseas automobile club, asking for advice in the interests of many of his members who proposed visiting Great Britain this year. The points with regard to which he wanted information seem to me to be such as to be widely applicable being substantially as follows:

"First comes the question of touring. Can the visiting motorist to Great Britain expect to find plenty of facilities for repair and general assistance in the event of trouble wherever he may be? The answer is undoubtedly in the affirmative. Scattered throughout the country are an enormous number of competent repairers carrying sufficient stocks and being sufficiently expert in mechanics to do all that the motorist is likely to require of them. In addition, nearly all the principal routes are regularly patrolled by the uniformed officials of the Automobile Association. The A. A. system provides for giving assistance to motorists both by day and by night. Skilled mechanics employed by the Association are equipped with motor bicycles and sidecars in which the necessary implements are carried, so that even at the worst the visiting motorist has very seldom to wait long before expert assistance is available to get him home.

"The next query was with regard to the purchase and hire of cars, new or second-hand, and the advice which I gave in response was substantially as follows: It is a risky business for any one but an expert engineer to buy a second-hand car from a stranger; that is to say, one who is known neither personally nor by repute. There are plenty of places from which good cars can be hired with drivers, and a fair number of firms will hire out cars without drivers. If however, the visitor intends to stay for more than a few days, hiring is apt to become a costly matter, and probably his best course is to buy a new or slightly used vehicle when he first arrives and to sell it back again when he leaves, unless by that time he has become so attached to it that he decides to take it home. Here again, care must obviously be exercised. There can be no exact undertaking as to the price which the original seller will pay when he repurchases a car. Everything must depend on the use that has been made of it, and the way in which it has been treated. The best plan is to go to some firm of really good repute which does a big business of this kind. For example, one is perfectly safe in the hands of a concern like Shaw and Kilburn, Ltd., whose main premises are at 112, Wardour Street, which is well in the centre of the theatre and hotel land of London. These people will not only sell you a car, but will house it, and keep it in perfect condition throughout your stay. Their garage has room for over 400 cars, and their machine shops are perfectly equipped. A subsidiary garage in the West End accommodates seventy-two cars and provides sleeping apartments for chauffeurs. The price paid for repurchase at the termination of the visit is an absolutely honest one, and, in the meanwhile, the motorist has had the benefit of absolutely first-class service in every respect.

"Those who wish to buy and who deal with a firm like Shaw and Kilburn do not merely purchase a car. They can get it thoroughly equipped, well garaged, and kept in perfect condition. They can, if desired, be trained to become expert drivers of the particular make of car purchased, and to conduct all ordinary roadable adjustments for themselves. When their visit terminates, they will have no bother in respect of taking the car back to their own country. Everything will be arranged for them with the minimum of trouble, and they can get all the information they need as to the firms in their own countries best qualified to continue to render services for the particular car purchased when they reach home."

HARLEY DAVIDSON



1924 MODELS IN STOCK FOR
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SHEWAN TOMES & CO.
Sole Agents, Tel. 781.

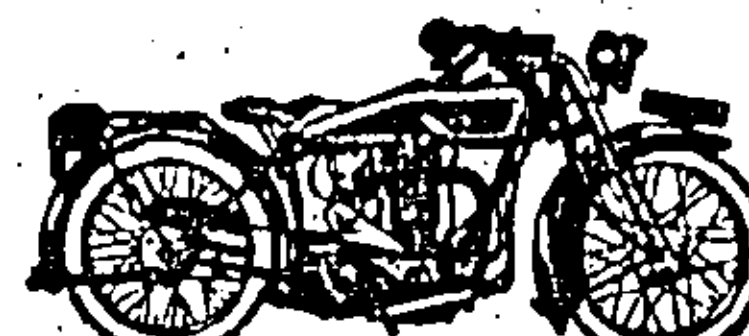
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THE MATCHLESS MOTOR CYCLE REPRESENTS
THE LATEST AND BEST IN BRITISH MOTOR ENGINEERING



3 1/2 h.p. high efficiency Side valve engine



5 h.p. Low Compression 4 h.v. Single cylinder engine



8 h.p. J.A.P. latest type touring side valve 50" V twin touring engine.

All the above electrically equipped and complete with full kit of tools.

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THE HONGKONG & SHANGHAI HOTELS, LTD.



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"SERIES 3" NERACAR.

THE LATEST MODEL.

AN A.I. PERFECT MACHINE.

It was "Series 3" Neracars that won 1st, 2nd, 3rd, and team prizes in the National SIX DAYS Trial; that won the run from Reading to Pittsburg and return; Pennsylvania State Championship, and won the Pennsylvania State 24 Hour Endurance Trials and the Reliability and Endurance Tests in Holland and Italy. All mountainous routes.

A dandy, little machine, capable of BIG PERFORMANCES. Keeps rider clean. Simple, easy to handle. 200 miles for \$1.00 of fuel. Ride all seasons, any weather.

FREE DEMONSTRATION—SOLD ON EASY TERMS.

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[Tel. No. C.1504.]

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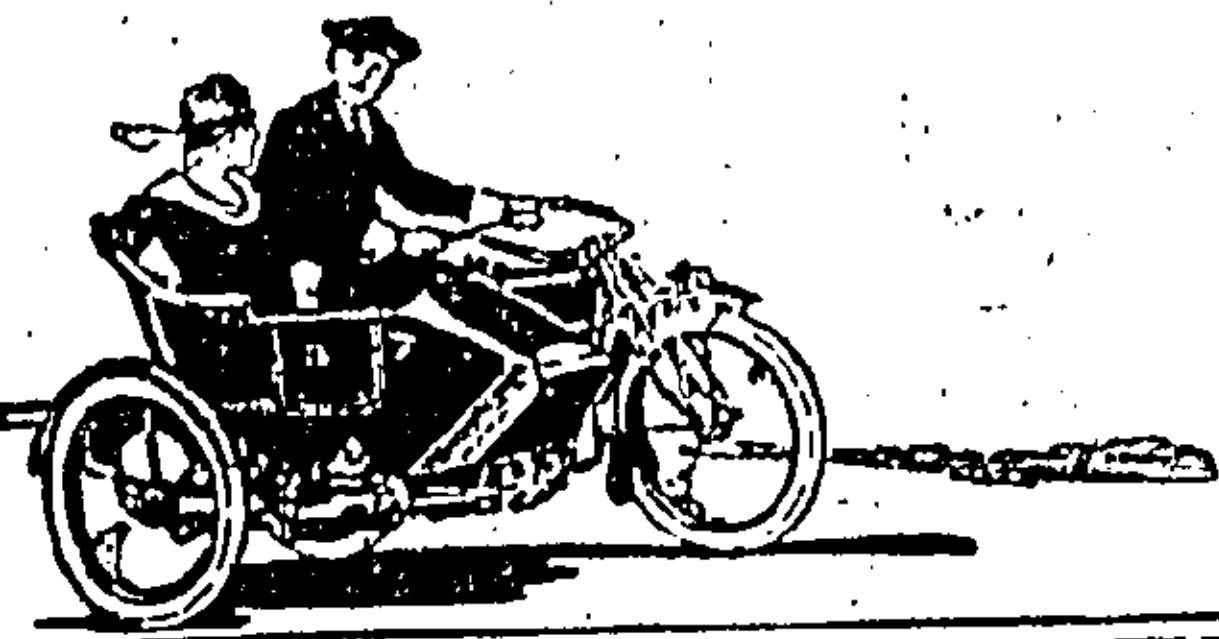
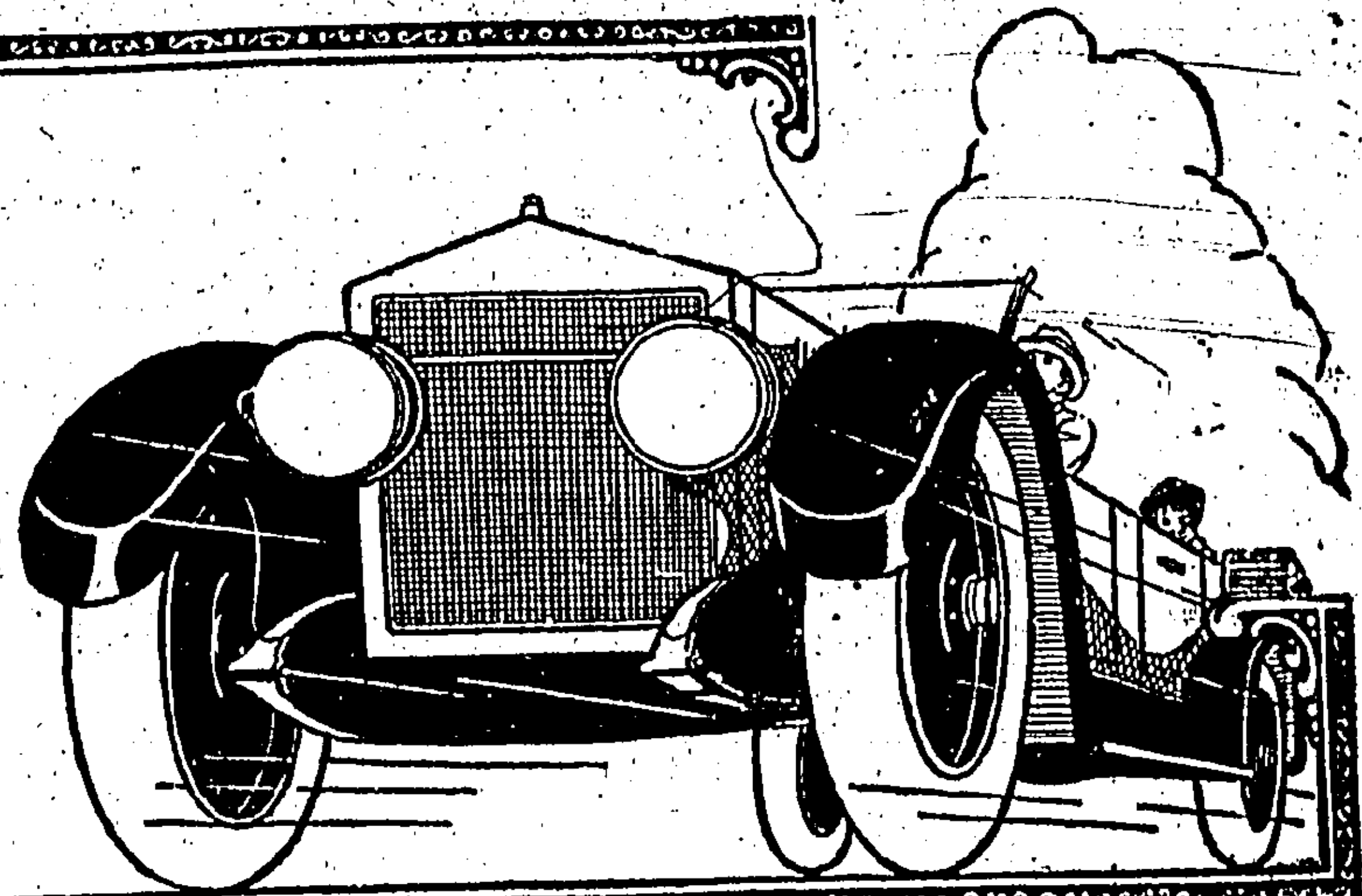
NOTICE TO ADVERTISERS.

Firms desiring to avail themselves of the publicity facilities presented through this supplement, are requested to send copy not later than the Wednesday preceding publication.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.
SATURDAY, the 5th. July, 1921

(Being the Official Organ of the Hongkong Automobile Association.)



LOCAL MOTOR NOTES & NEWS

Local motorists are busy just now getting their cars newly registered and their driving licences renewed, whilst the Traffic Department is kept extremely busy fulfilling all the requirements of the new traffic regulations. So far as the regulations are concerned, they contain many improvements on the old regulations and will tend for the betterment of motoring all round. Provisions such as those which call for the medical examination of drivers (especially drivers of public vehicles), the inspection of public vehicles as to fitness, and the differing registration fees according to the weight of vehicles and their tyre equipment are good, and will, we think, meet with the general approval of all those who have the best interests of motoring at heart.

With regard to the powers of the Captain Superintendent of Police to cancel or suspend any driver's licence for breach or disregard of the regulations or of the conditions of his licence, right of appeal to the Governor-in-Council has been given to any aggrieved person. We cannot help but think that although the right of appeal does in some measure give protection to drivers against what might prove to be the autocratic action of a police official, it would have been far better if the appeal tribunal had been made a public court of justice instead of a tribunal which meets behind closed doors. A police magistrate would, we think, have been the proper person to assess whether, by reason of past record, a driver is or is not fitted to hold a licence.

Regulation No. 30 reads:— "If a vehicle comes into collision with any vehicle, person, animal, or thing, the driver shall stop the vehicle and shall as soon as he reasonably can, make a report at the nearest police station of any injury to any person, animal, vehicle or thing caused by such collision. He shall when called upon produce his driver's licence and give to any aggrieved party his name and address and also the name and address of the owner of the vehicle." Whilst one entirely agrees that it is necessary to insist on vehicles stopping in the case of a collision with a person, whether serious or otherwise, one wonders whether this regulation is going to be enforced in all its severity regarding any and every collision with animal or thing. There are dozens of minor collisions with dogs, for instance, that would be sheerly ridiculous to report. This is a regulation where reasonable discretion must be allowed to drivers, but it is to be hoped that drivers will not hesitate to stop and report anything of sufficient merit or interest.

Under these new regulations police officers are given quite a lot of powers. They have the right to see that no public hire vehicle is carrying more passengers than for which it is licensed, European officers have the right to stop any public vehicle, for the purpose of ascertaining its condition, and they may even order a laden motor vehicle to be driven to any weighing machine for the purpose

of ascertaining the weight of the vehicle and load. The hope of motorists will doubtless be that these powers will be exercised, for it will only be by the diligent (though we hope, sympathetic) action of the police that some of the present evils of the road will be eliminated.

Reviewing the special supplement of the *London Times* devoted to the British Empire Exhibition, in these notes last week, the writer laid emphasis on the fact that very few British manufacturers appear to appreciate the need for live agents overseas, although invariably stress is laid upon the point that special Colonial models are built. Although this assertion is unfortunately only too well founded, the well known Austin car was included in the category of some of the unrepresented cars. This was, of course, in error, it being generally known through frequent advertising that the local interest of the Austin factory is in the capable hands of Messrs Alex. Ross & Co.

Messrs Alex. Ross inform us that they will shortly be receiving a demonstration model of the latest Austin 7 h.p. runabout—a sturdy little car which has received much praise at the present exhibition at Wembley. There is undoubtedly a big scope for small cars in Hongkong, and the extremely low price combined with excellence of performance should make the "Austin 7" a strong favourite here.

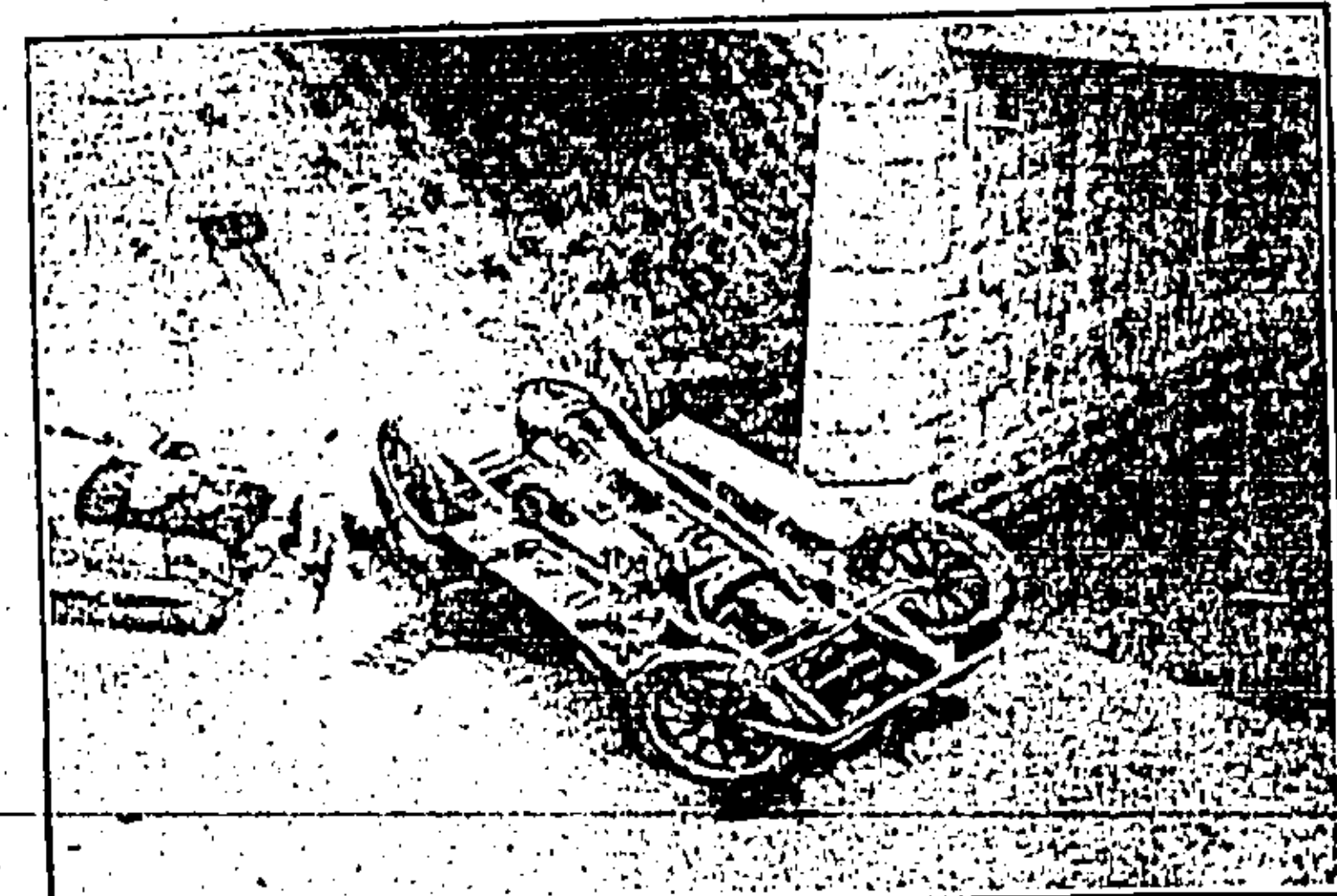
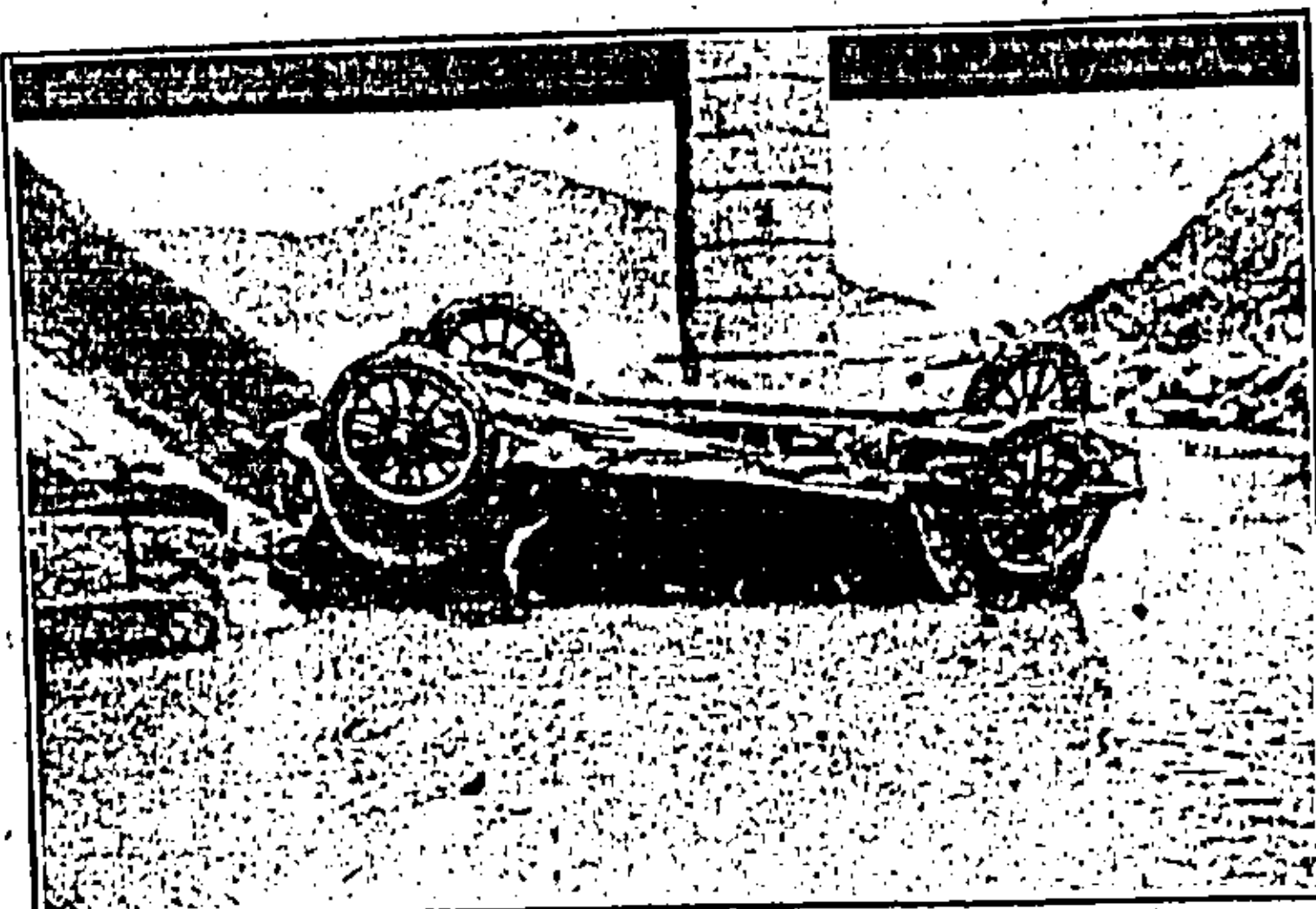
With regard to last Sunday's fatal motor smash at Deep Water Bay, the smashed car of which is pictured on this page, it has been pointed out that if Aberdeen Police Station had been on the public telephone assistance to the injured could have been much more quickly procured. In its editorial column on Thursday, the *Telegraph* commented on the need for our "out" police stations to be put on the public telephone service, an opinion with which motorists generally will agree. Our motor roads are being used to such an extent and the likelihood of needing assistance other than police is becoming so frequent that the Government ought seriously to consider whether the time has not come to link up all police stations with the public call system. The police themselves would gain a great advantage and be put into direct communication with all residents within the areas of the various stations. The matter is an important one and well worthy of serious consideration.

Motorists contemplating a tour in France are reminded by the Royal Automobile Club of England that it is violation of the regulations any money in excess of 5,000 francs; and if, when the tour is drawing to a close more than this sum of money is in possession of the motorist he should pay the surplus into a French bank, which will then issue a check on London or New York as preferred for the equivalent in the money of either country.

The right time to apply the brakes is just before you have to

SUNDAY'S FATAL CRASH.

Car Plunges Over Bridge.



As has already been reported, an Oldsmobile car, being driven by a Chinese, plunged over the bridge at Deep Water Bay on Sunday night, killing one and injuring several other occupants. The above pictures (by Ming Yuen) show the car, wheels uppermost, as it lay in the bed of the stream on Monday.

CAR CASUALTIES.

WHICH PARTS ARE LEAST RELIABLE.

Only on comparatively rare occasions does the modern motor-car go on strike. But in so large a fold, there are naturally some "black sheep"—and it is interesting to study the analysis of their gambols when they do go on strike, says a writer at Home.

We can do this with the aid of some figures kindly supplied to me by the R. A. C.—figures collated from the past year's experience in operating their "Get You Home" service.

During the twelve months they had to deal with some thousands of cases, so motor-cars do still break down, whatever I or the manufacturers may say to the contrary.

For the sake of simplicity we will divide these cases of "on panno" into seven sections and give the catastrophes in percentages. But first of all let's have a new paragraph.

WHAT WENT WRONG.

These seven subheadings are as follows: (1) the power unit accessories; (2) the engine itself; (3) the transmission and brakes; (4) the front axle and steering gear; (5) the road wheels and suspension; (6) lighting set failures; and (7) accidents.

We find that section 1 was responsible for about 22 per cent. of the total failures subdivided as to 18.4 per cent. laid to the door (or cover) of the magneto, and only 3.4 to the carburettor. So

the magneto is still a bad lad and prone to take the wrong turning, whilst the carburettor is entitled to gas about its reliability.

And what of the engine proper? All its various failings amount to about the same as those of the mag. and the carb.—to be precise; a shade more; and to be exact 22.6 per cent. Amongst these sins of omission and commission we find lubrication systems first, with the pistons and cylinders second—just a short sparking plug behind.

RELATIVE RELIABILITY.

The first prize for engine unit reliability goes to the valve mechanism with its various octetters, as, all in, they only account for 9 per cent. of the total failures. Bravo Valves—may you never stain your success!

In the next group we find back axleshafts the worst offenders, with the total at the unlucky figure of 13 per cent. I do not know why so many back axle-shafts should break: their reliability is all torque.

On the other hand the differential has proved itself remarkably reliable as also does the final drive; and the brake mechanism, with only 1.4 per cent. of failures, didn't break too much.

But the most extraordinary thing about these car failings is that the percentages are much the same year after year. Why? If it were not for an unholy fear of the Editor's Blue Penell, I would write you a Psychological Symposium on the Psychical Phases and Physical Phenomena of Car Casualties.

THE MORRIS CAR.

A ROMANCE OF INDUSTRY.

The history of the Morris Motor Co. is one of the most remarkable of any firm in England. Mr. Morris was apprenticed originally to the cycle trade, when he was barely sixteen years of age. A clever mechanic, he soon established a prosperous little business, and built what was known as the Morris bicycle. The machines quickly gained the approval of the public, and he soon moved to larger premises in Holywell, Oxford. It was here that he began to build a Morris motor cycle, and his first engine he built himself, being of the opinion that if he was to know all about the motor industry, he would have to know how to make every single part.

He early took an interest in the building of cars, he worked long hours, and after a time built a car from his own designs, which had cost him a vast amount of thought, experiment and work. Starting in a small way, he sold a full year's output before a single car was built, this being entirely the result of the reputation he had built up in the soundness of his design. His first year's output, which was in 1913, was roughly 400 cars.

During the war the Ministry of Munitions took over the premises at Cowley, and Mr. Morris was installed as controller. Very important work was done in war material but it was not until after the war that the great development of Morris Motors, Ltd., began. Before the war, Mr. Morris had been over to America to place orders for an engine to be made to his own design, as he could not get his views carried out in England. When the war was over, this engine was given to the Hotchkiss Co., at Coventry, to make, and eventually, in these works an output of 300 a week was attained. It was claimed by the Hotchkiss Co., and all who went into the matter, that this was the absolute limit of the capacity of the Coventry works. However, Mr. Morris eventually bought the works, and by rearranging, he has turned out 600 engines a week, without any additional ground having been bought.

Mr. Morris's one aim has been to produce cars that are reliable in every part, to reduce prices as often as he could and, if possible, in advance of the market, giving to the public the benefit of any reduction in costs. He has been enabled to reduce his prices, with the class of work he turns out, to an extent with which no other firm can compete. He has done this by placing every department of the business in the hands of the best expert he could engage on the principle that if money was to be saved, it was the worst economy to save on the managers of the departments. Mass production is not for a moment what Mr. Morris has aimed at, every individual car is tested and regulated as an individual machine.

Output, at the present time, is well over 600 cars per week, orders are coming in at the rate of 1,200 cars per week, and it is expected that production will meet the demand in about two or three months.

The financing of the business, when it is realised, will involve a turnover of about £10,000,000 or £12,000,000 per annum. This has been one of his chief concerns, and it is only by the strictest at-

tention to the soundest methods of finance which could be devised, that the business has been developed in so short a time, on the small capital with which it was started. If it were for this fact alone, Mr. Morris is one of the most remarkable men of the day. He is a man whose whole soul is in the work to which he has put his hand. A man of simple tastes, he spends comparatively little, I might say practically nothing, on himself, and as he himself said, "he is not out to make more money for himself." His aim is, as it always has been to turn out the best car he can produce, at the lowest possible price. One of his most successful maxims has been the provision of a bonus for the men who are turning out the cars, and he laid it down as a condition, that if a bonus was to be effected, it was to be of substantial amount.

The result is that at the present time, the men of the works are drawing something like £2 and more in bonus over and above their pay, every week, and as a result, there is no question of the work the men turn out, or the cheerful spirit and good-fellowship which exists in the works.

Where the business will end, it is difficult to say, it is not limited in any way by the size of the factory at Cowley, this factory is merely a place for assembling the parts of the car, and putting on and finishing the coachwork. The chassis parts are made up and down the country, but certainly in England, and it does not seem as if there will be any limit, as far as the size of the factory is concerned, to the output which may be attained in the near future. Already there is a network of agents covering the British Isles, and in many parts abroad, and a service has been inaugurated by which the owners of Morris cars may get every attention from those agents in the towns that they visit.

Standardised charges are being made for repairs, and every effort therefore is being made for the comfort of owners, and the supplying of this service will be a firm factor in developing the Morris cars. The export of cars to the Dominions is in its infancy, and as the organisation develops, it is probable that the sales will increase in proportion.

ADJUSTING THE HEADLAMPS.

HOW TO GET THE BEST DRIVING LIGHT.

Correct adjustment of the beam of a headlamp is really a very simple matter. Yet it is extraordinary how much dazzle is caused through incorrect adjustment, says a Home writer.

In the interests of the driver the beam of light from the headlamps should be directed straight ahead, and parallel to the surface of the ground. But such setting is also very desirable from the standpoint of other road users.

If these essentials are carried out properly, then the actual focussing of filament can be "long" or "short," according to the driver's whim and driving methods. Personally I prefer a long, straight beam thrown well ahead. But some people do not see particularly well at night, so travel slowly, and many of these prefer a diffused beam.

But whatever you want for yourself, you should never allow your headlamp beams to become so "wonky" that direct rays dazzle approaching drivers instead of merely the lateral diffusion. There is a great difference—to the great inconvenience and possible danger of the oncoming driver.

Some headlamps have a universal focal range: others have three set positions, into any one of which you can fix the little holding pins of the bulb.

If you want a long beam you must put the bulb well back in the farthest notches if the carrier is notched. If you want a diffused beam—you naturally do the opposite—use the position nearest the front of the lamp.

Sometimes the beam has a tendency to shine heavenwards; sometimes towards the opposite direction. You can counteract this by a little piece of paper, used as packing, at top or bottom of the circular metal end of the bulb.

Remember this, however: If the beam is shining too high, you must pack the bulb so that it is higher (not lower); if the beam strikes the road too soon, you must pack the bulb down—not up. Contrary things, motor-cars, aren't they? Almost like—no I've too many lady readers to say it!

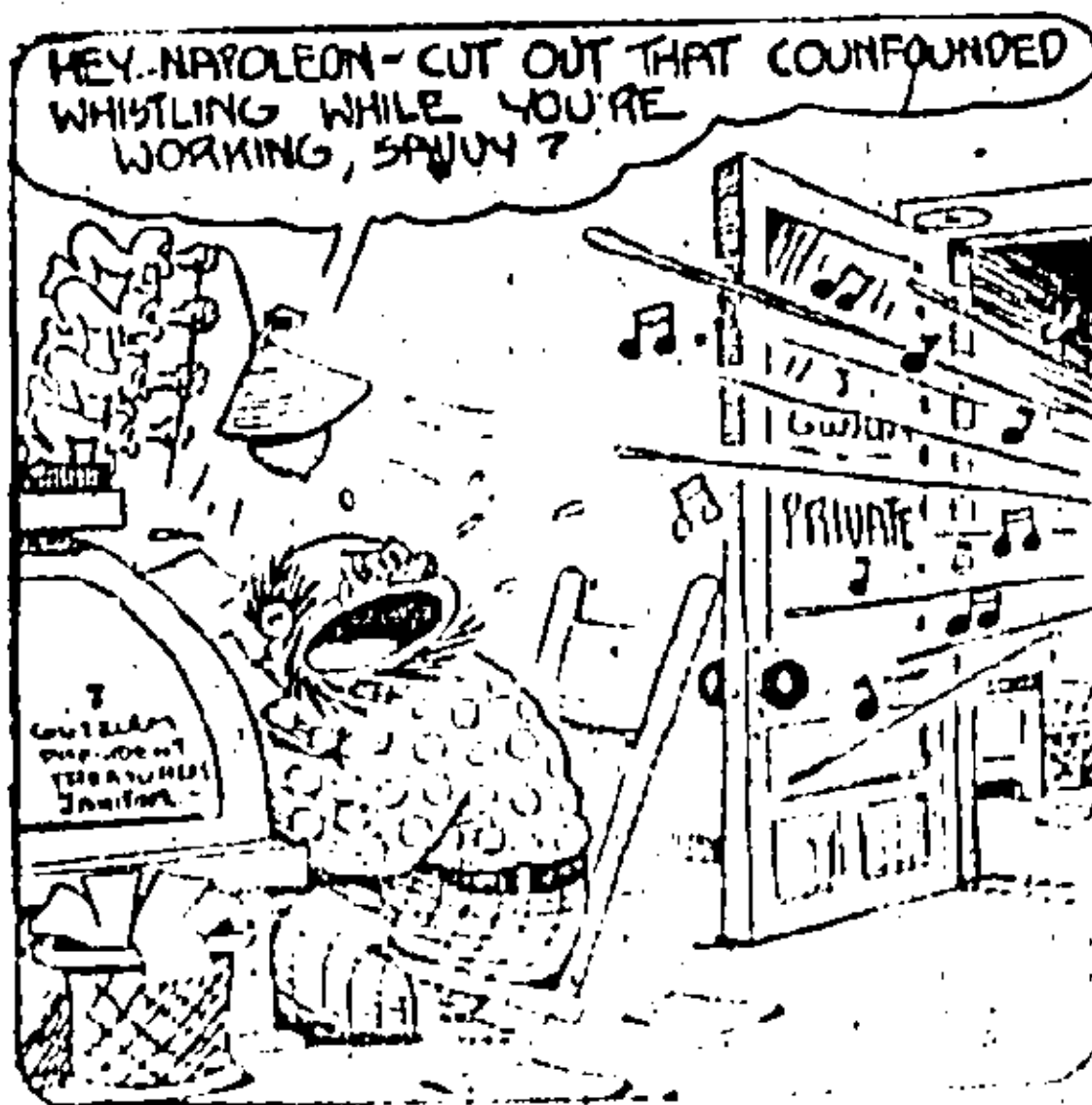
WHAT IT FEELS LIKE.



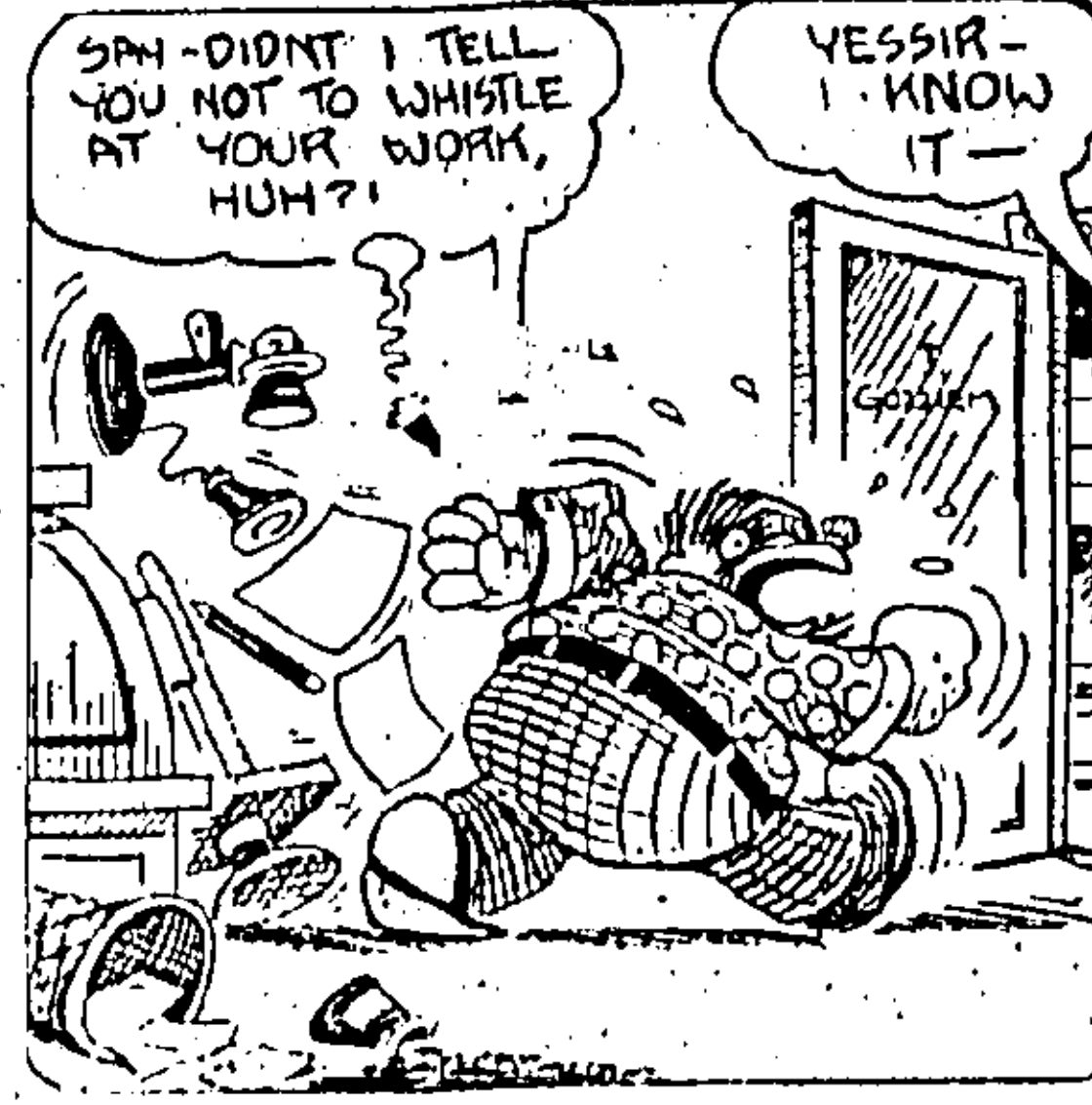
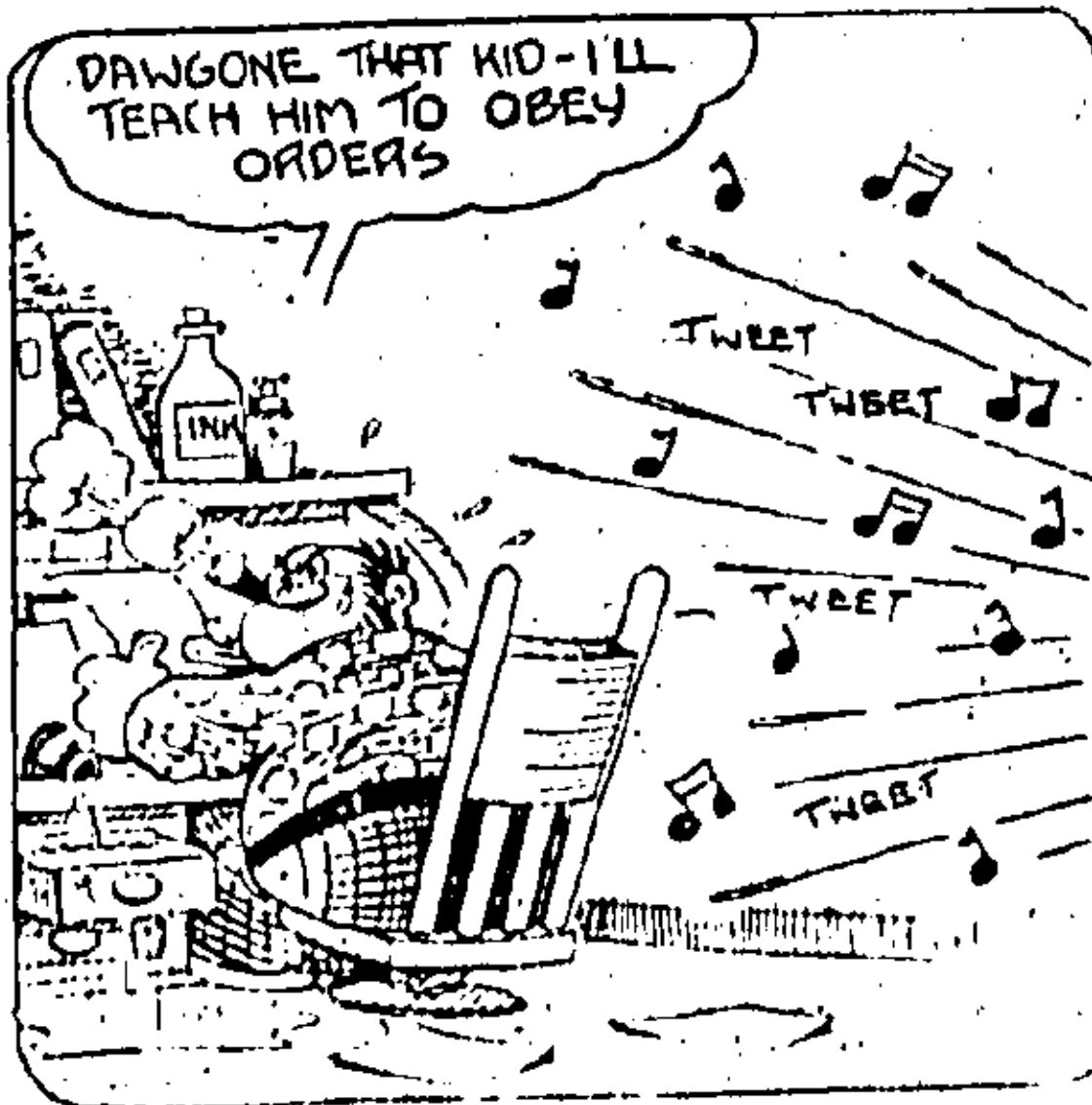
As one feels when "Collier" does not fall for the usual smile.

A PAGE FOR THE KIDDIES.

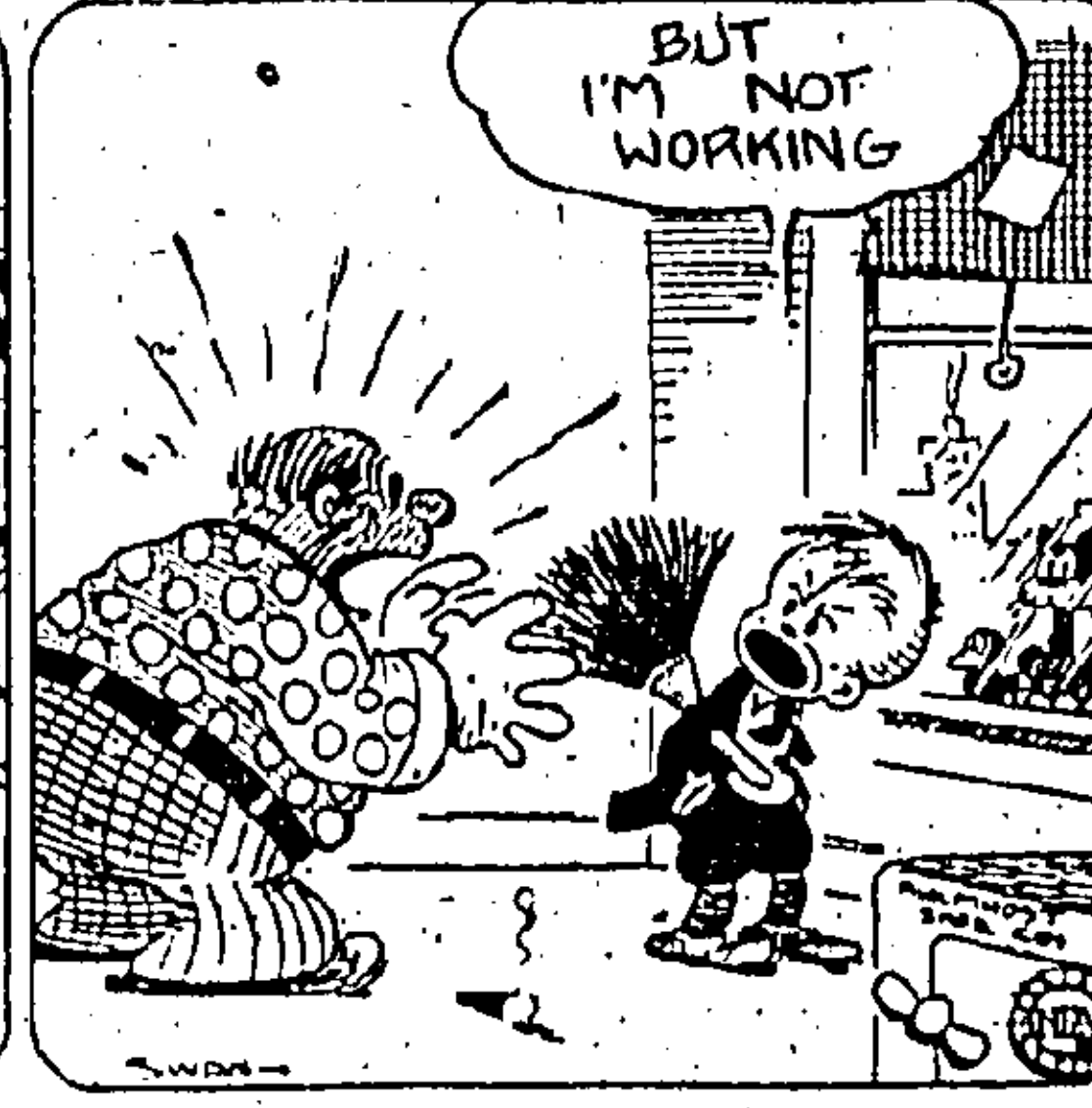
SALESMAN SAM



Obeying Orders



BY SWAN

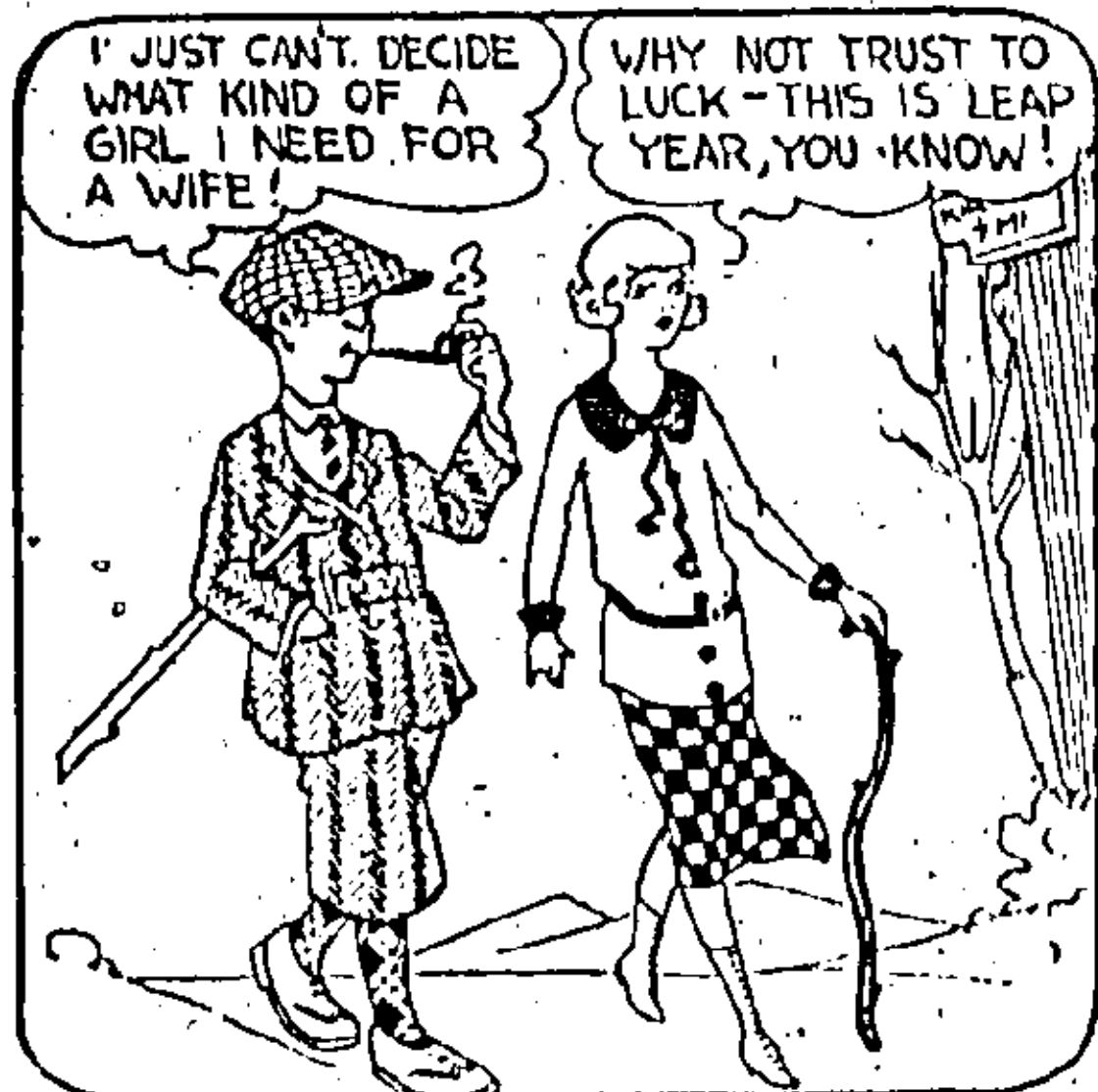


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BOOTS AND HER BUDDIES



Speaking From Experience



By Martain

FUNNY STORIES.

HE KNEW.
Teacher: "So you don't know which letter comes next to 'h'?"
Boy: "No miss."
"What have I on each side of my nose?"
"Looks like powder, miss, from here."

THE INSPIRATION.
Artist: "My next picture in the Academy will be entitled 'Driven to Drink.'"
His Friend: "Ah! some powerful portrayal of baffled passion, I suppose?"
Artist: "Oh, no; it's a cab horse approaching a water trough."

NOT WITH GAS.
A servant who had suffered from toothache severely was sent by her mistress to a dentist to have the tooth out. On the following morning the mistress asked the servant if she had had the tooth out with gas.

"No, mum," replied the servant; "I got there in plenty of time to have it out in daylight."

SHE SCORED.
"My dear," said Mr. Puttoff, as he looked up from his paper, "it is estimated that if a man were relatively strong as a beetle he could lift 138,000 lbs."

"Is that so?" rejoined Mrs. Puttoff, as she glanced at the cat, and allowed her left eyelid to drop slowly. "I'll look for a beetle the first thing in the morning."

"Why, dear?" queried the alleged head of the domiello.

"Perhaps if I find one," replied Mrs. P., "I may be able to get that heavy trunk carried down from the attic. I've asked you at least a dozen times to do it."

APPROPRIATE.
Student: "Professor, won't you give me an idea for an essay?"

Professor: "Write about a student who wanted to write an essay, and hadn't any ideas."

NOT QUITE.
"And have you proved this proposition?" asked the professor of the student of Euclid he was examining.

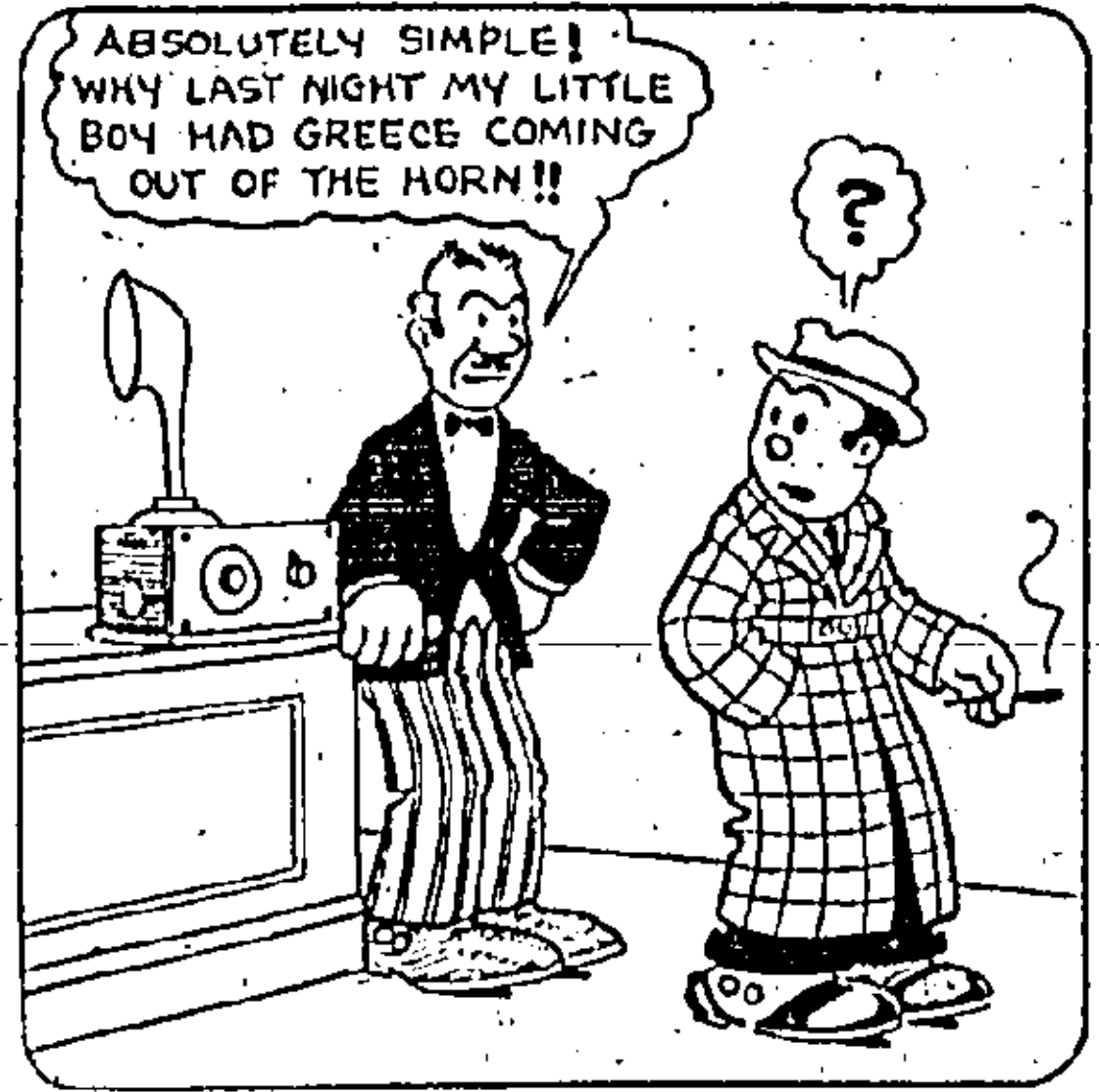
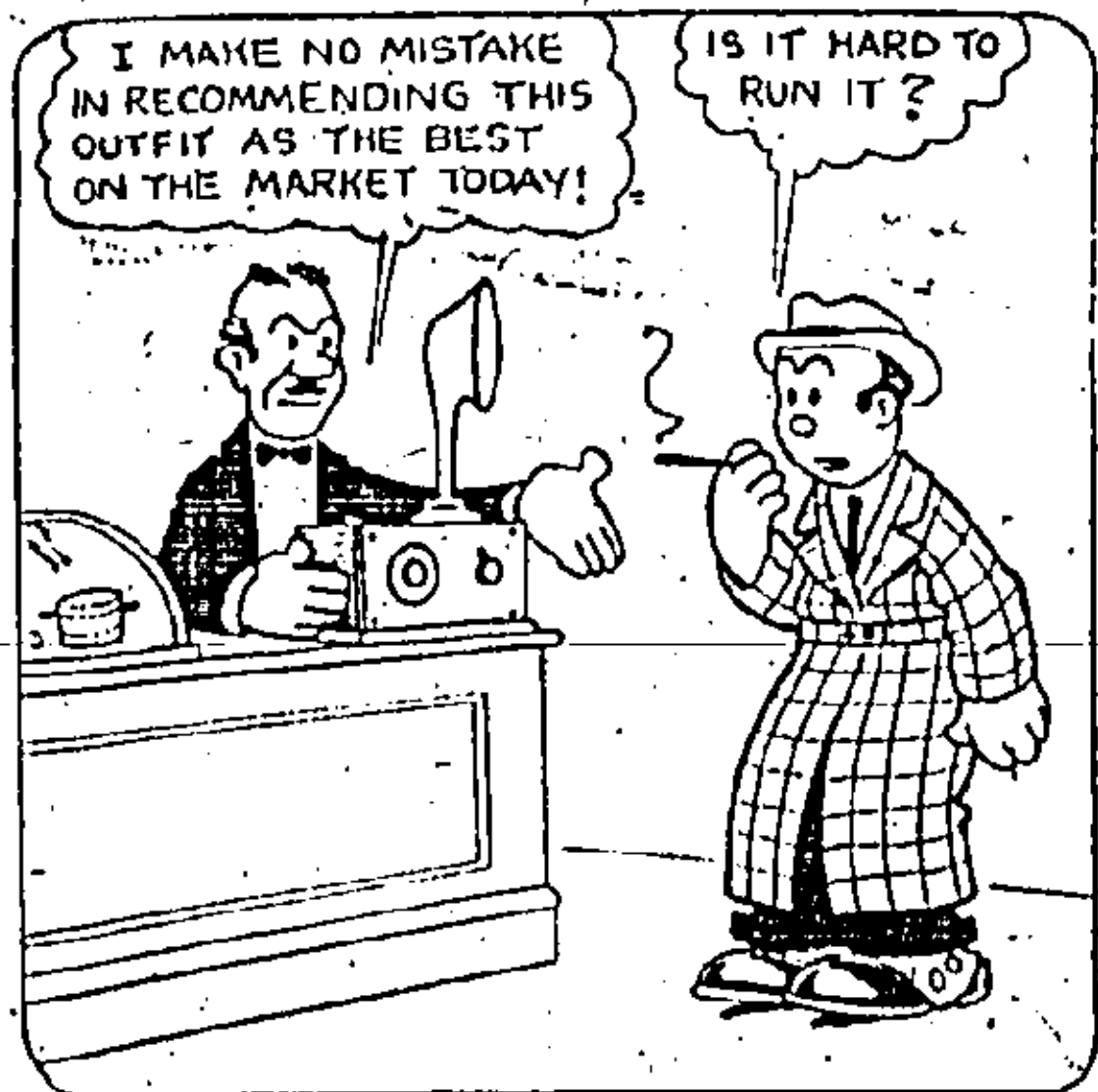
"Proved is a strong word," said the cautious student, "but at least I have rendered it highly probable!"

WRONGLY RENDERED.
M. Dupont: "Ah! so zie oes your little son? He looks to be similaire to you."

Brown: "Yes, he is very much like me."

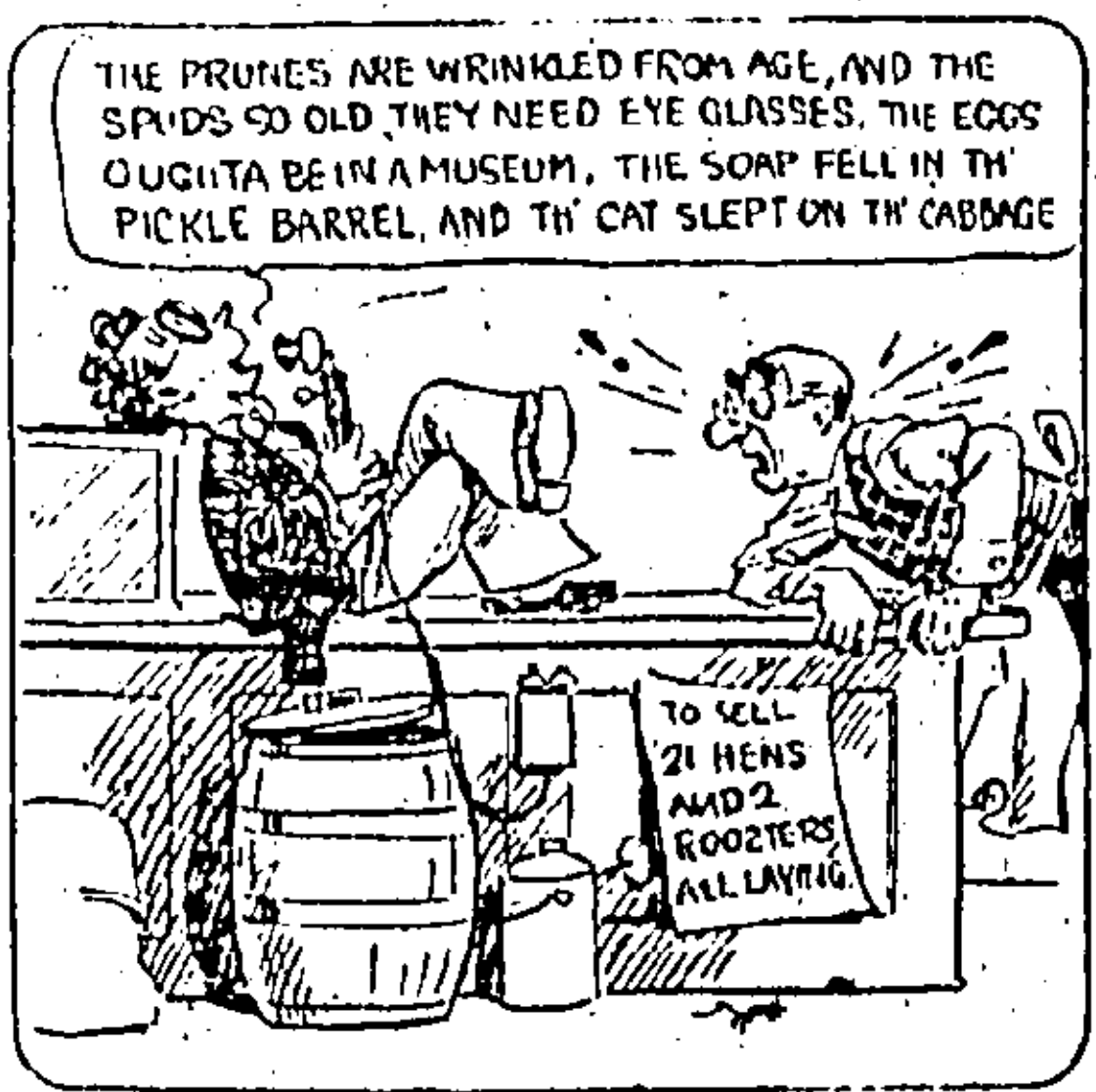
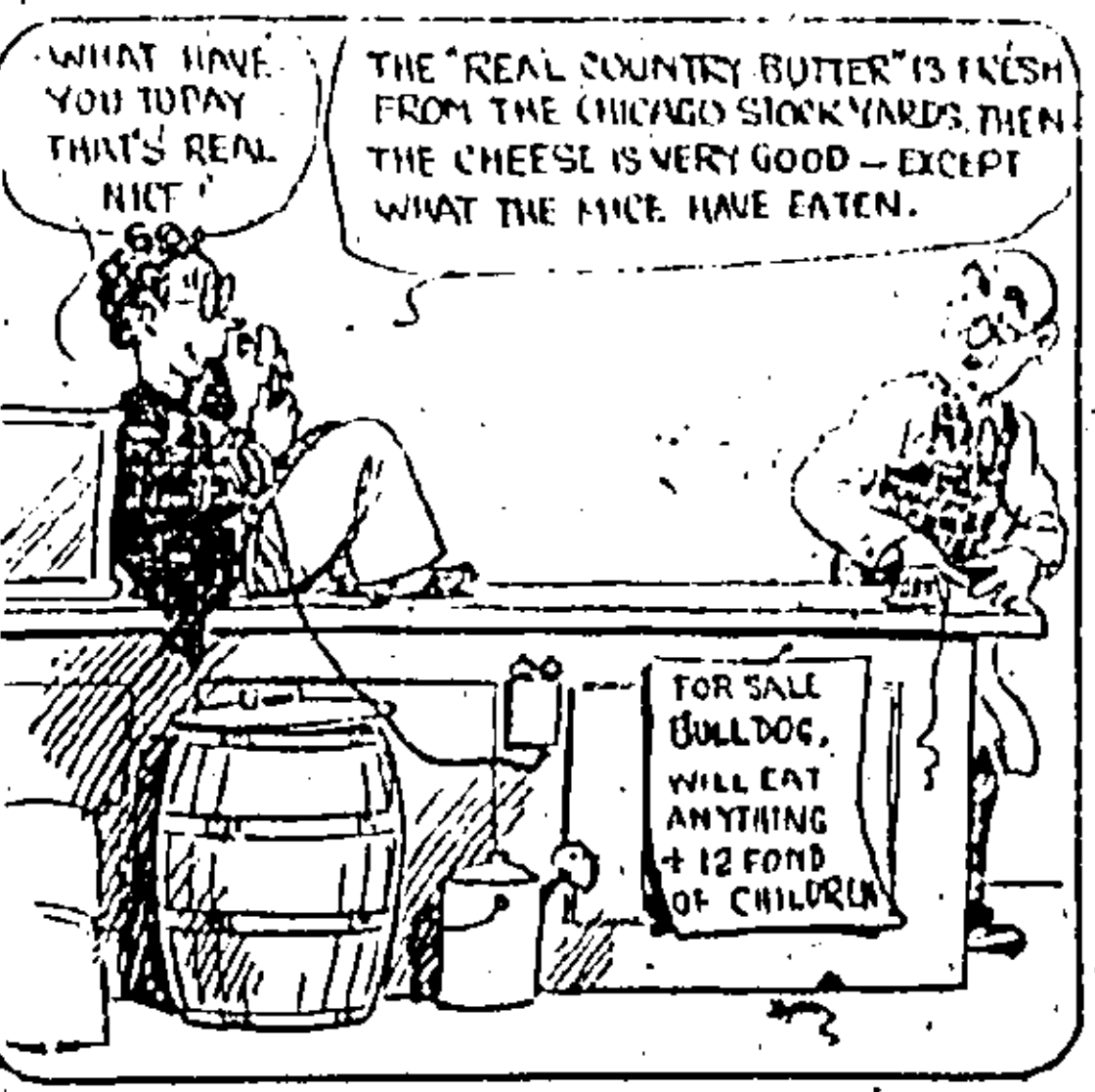
M. Dupont: "Ah! How you call eet? A choop of ze old blookhead, oes eet not?"

MOM'N POP



By Taylor

WASHINGTON TUBBS II



By Crane

FRECKLES AND HIS FRIENDS



It Sounded Something Like That

BY BLOSSER

MILK IS A FOOD
Drink Sterilised Milk
MILKMAID BRAND
AND A STIMULANT

FEATURES FOR THE FAMILY

HONGKONG TELEGRAPH, SATURDAY, 5th. JULY, 1924.

CANADA'S MOUNTAIN CAMPS. Some Facts About Their Attractions.



To tourists, no mountain district is more popular than the Canadian Rockies with their innumerable peaks of varying heights, their fascinating waterfalls, their vast glaciers and icefields, their abundant variety of trails—for tramping or riding—and a perfect maze of colourful lakes and sparkling streams, most of them well stocked with game fish. Palatial hotels and cozy bungalow camps scattered among these peaks, are so popular that they are taxed to capacity all through the warm months.

The new bungalow camps at Lake O'Hara, Wapta Lake, and Moraine Lake are in the Lake Louise region. By making one of these camps headquarters, it is possible to penetrate on foot or by pony into some of the sublimest of mountain scenery within easy distance. Moraine Lake Camp gives easy access to a fascinating region behind the Ten Peaks where excellent fishing may be enjoyed in Consolation Lake.

From Lake O'Hara Camp, an interesting trail leads up to Mt. Biddle and Lake McArthur which form a wondrous picture. Lake Wapta Camp is within riding distance of Yoho Camp in the wonder valley of the same name and also of that green gem, Emerald Lake with its picturesque Swiss Chalet and cluster of cozy bungalows. Trails ribbon all the giant mountains in this section and weeks can be well spent here exploring its hidden charms.

SPORTS PARS.

Interesting World Items.

Bestwick of Derbyshire, who is bowling so well, is in his 49th year.

The length of the pond erected at Paris for the Olympic swimming races is 50 metres.

Rhodes is a marvel for his years. He took six Cambridge University wickets recently for 22 runs.

The Scottish Rugby Union's new ground at Murrayfield, it is expected, will be ready for the Scotland-England match next season. The probable cost will be about £80,000.

Viscount Lascellus is a member of the M.C.C. It took him 30 years to obtain election.

In a football match at Barcelona, the Barcelona club beat Everton by 2 goals to 1.

Tom Kyle, the Peebles County veteran, wears well. He was the "star" performer in a game against Penicuik recently, with four wickets for 14 runs and '38 not out.

T. Muirhead has sailed for America. His intention is, if all turns out well, to become manager of the Brooklyn Football Club at Boston.

G. L. Jessop was 50 years of age last month.

The Essex Cricket Supporters' Club are endeavouring to enrol 100,000 members at £1. a head. Those who enrolled by first post on June 5th participated in a Derby sweep for which £2500 in prizes were offered.

Geary, of Leicestershire, bowled 24 maidens the other day out of 45 overs.

A Rugby veteran, Mr. W. Cail, is about to give up the treasurer-ship of the English Rugby Union. He was the president of the Union some 30 years ago, and has been treasurer ever since.

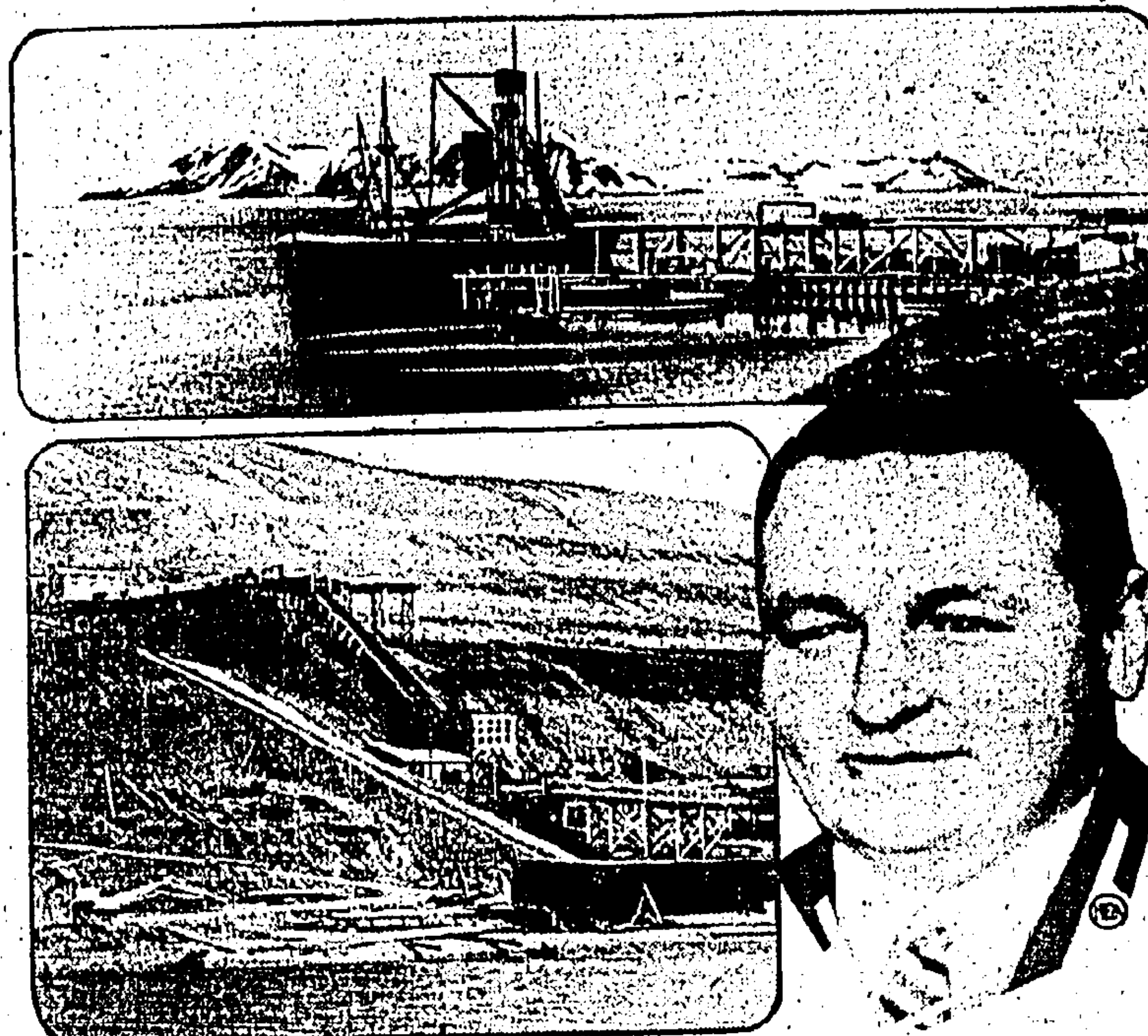
Hobbs scored his first century in first-class cricket—155—against Essex in 1905. The bat he used was loaned to him for luck by the late Mr. Hamish Stuart, the well-known writer on cricket and Rugby football. After Mr. Stuart's death his widow presented the bat to Hobbs.

Frank Watson who hit a not out 100 for Lancashire against the South Africans is a Nottingham man by birth. His father was professional at Hoxwood, Lancashire, and he has resided in the county of his adoption since he was ten years of age. He made his debut for Lancashire in June 1920.

J. W. Zulch, the South African and Transvaal cricketer, was found dead at Umkomas, Natal. He had been suffering from a nervous breakdown, and had come down from Johannesburg for health reasons. J. W. Zulch was in the front rank of South African batsmen. He had never visited England with a representative side, but was a member of Percy Shepperson's team that visited Australia in 1910-11, playing in all five tests and scoring two centuries—150 against Australia at Sydney and 105 against Australia at Adelaide. Playing for the Transvaal against the second M.C.C. team at Pretoria, he made 176 not out. His last appearance for South Africa was against Warwick Armstrong's team in 1921. Playing in the second test match at Johannesburg, he was the victim of a curious incident which cost him his wicket. A ball from E. A. Macdonald knocked a splinter off his bat on to his stumps, dislodging the bails.

COAL MINES IN POLAR REGIONS.

Interesting Data About Little-Known Industry.



ABOVE ARE SEEN SOME PICTURES OF THE COAL MINES AT SPITZBERGEN, TOGETHER WITH HAAKON H. HAMMER, WHO HAD INTENDED MAKING A TRANS-POLAR FLIGHT OVER THE REGION AND ON TO THE NORTH POLE WITH AMUNDSEN. THE VENTURE HAS SINCE BEEN ABANDONED BECAUSE OF ECONOMIC DIFFICULTIES.

Spitzbergen, June 5.—Five galleries are high above water level, the average temperature is three or four months every year, the northern-most Alaska, and 25 degrees F., and gas fumes are five coal mines are now in operation. Two of them are Norwegian, one is Swedish, another Dutch and the last British.

But they are far different from the mines in other parts of the world. As a rule pits must be dug far down into the ground and the work must be done in from even the most northerly town in Norway, and its east coast is generally ice-bound all the year round. But on the west coast where navigation is open three or four months every year, the average temperature is 25 degrees F., and gas fumes are unknown quantity.

Operation costs and transportation difficulties makes the Spitzbergen coal treasure a liability instead of an asset. For Spitzbergen lies three days by steamer from even the most northerly town in Norway, and its east coast is generally ice-bound all the year round. But on the west coast where navigation is open three or four months every year, the average temperature is 25 degrees F., and gas fumes are unknown quantity.

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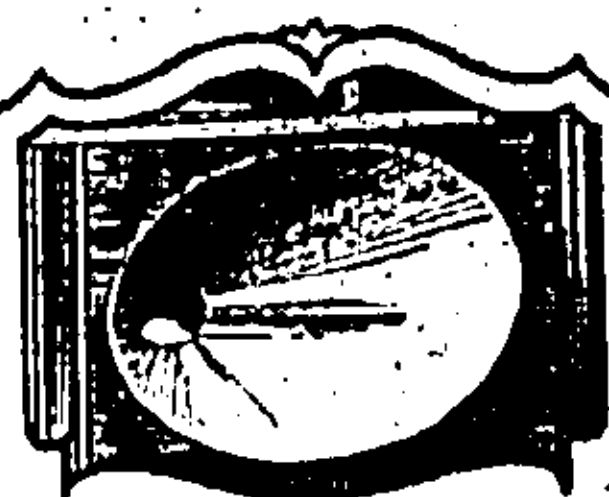
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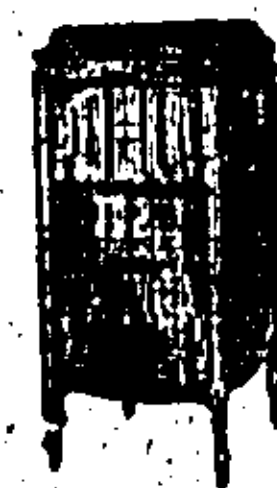
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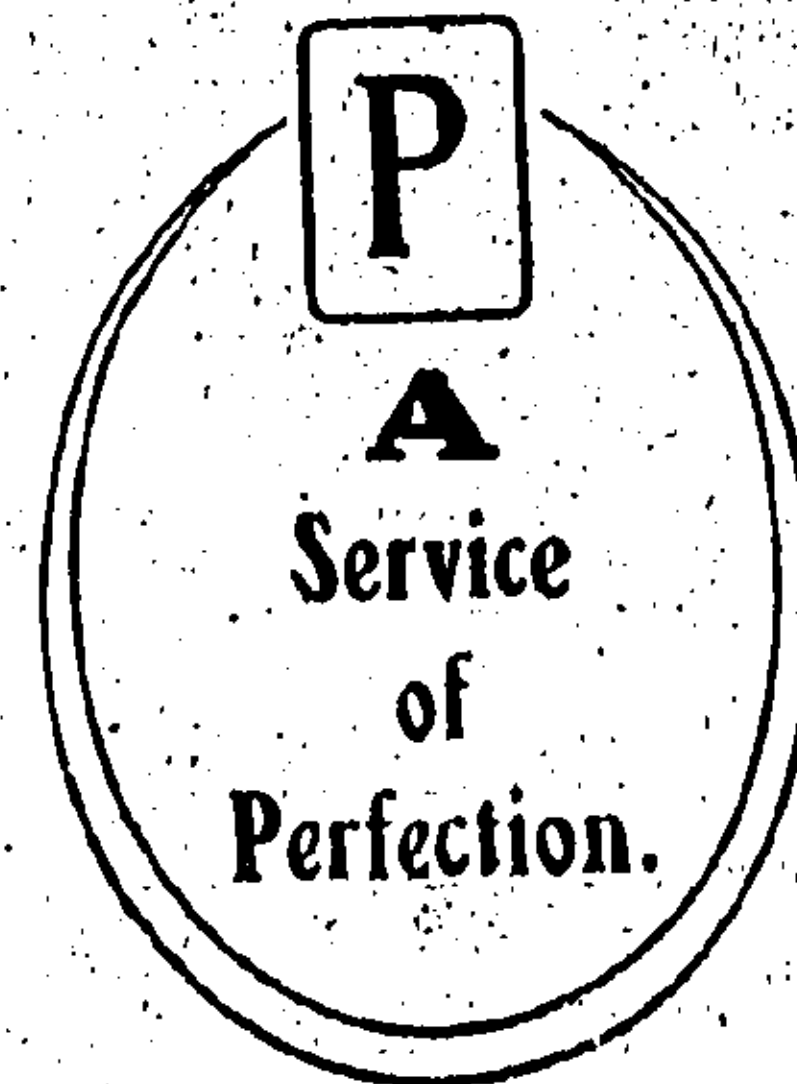


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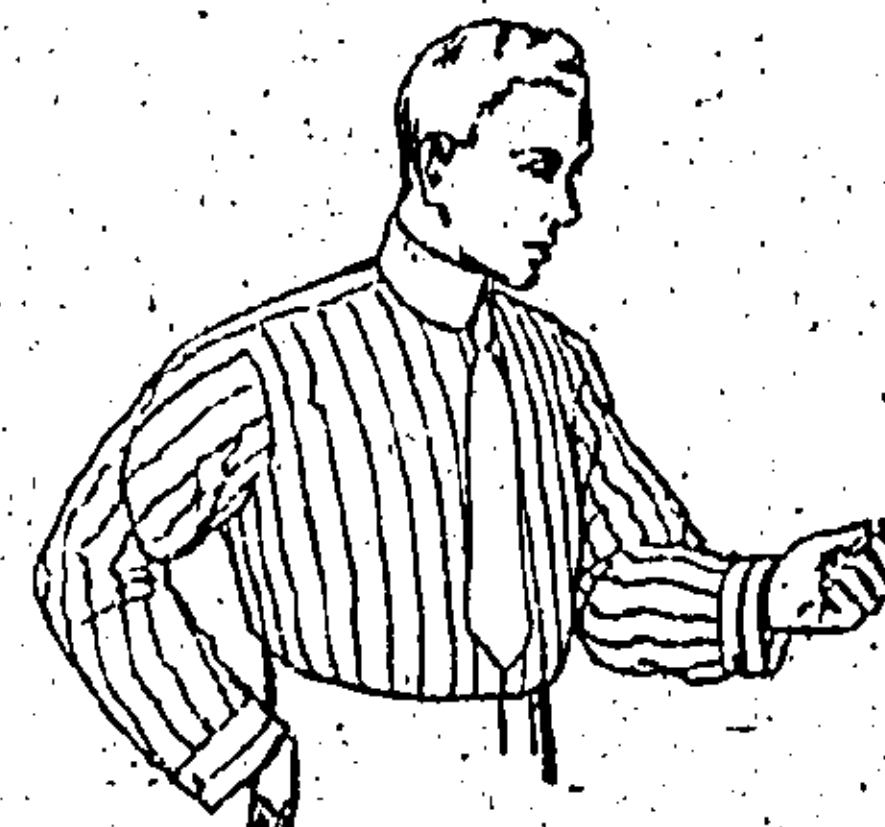
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THE WORLD THEATRE.
By T.C. Wong (T.C. Wang)
General Manager.
Hongkong, 28th. June, 1924.

NOTICE.

I have admitted Mr. Siu Ho Ming, B.Sc., as a partner in my business, and the same will be carried on under the name of "Howlit and Siu," Architects and Civil Engineers, as from To-day's date.

A. G. HEWLETT, L.C. R.I.B.A.
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E Hongkong, 1st. July, 1924.

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Sweets or Cheese.

NOTICE.

FROM this day our offices will be located on the 2nd. FLOOR, KING'S BUILDING. Policy holders of the China Mutual and Shanghai Life Companies will receive our attention at the same place.

The Sun Life Assurance Company of Canada,
2nd. Floor, King's Building, Connaught Road.
Hongkong.
F.M. WELLER,
Manager.

THE HONGKONG SOCIETY FOR THE PREVENTION OF CRUELTY TO ANIMALS.

THE above Society require the services of a third inspector. Salary \$150 per month and \$50 travelling allowance. Preference will be given to candidates with a working knowledge of the Chinese language. Applications to be made in writing, with copies of references to:
B. L. FROST,
Hon. Secretary,
c/o The E. Ex. Telegraph Co.

HONGKONG SHARE-BROKERS ASSOCIATION.

THE following are members of the above Association:—
A. H. Carrol J. F. Grose
M. A. Razack V. Yvanovich
J. W. Kew A. P. Groves
W. J. Carroll H.M.H. Esmail
O. Kitchell Sen Kon Chi
Yip Yung Pak Harry O. Odell
F. M. L. Soares Soo-Pei Shao
H. E. Edwards
By order of the Committee,
J. W. KEW,
Secretary.

HONGKONG STOCK EXCHANGE.

THE following are members of the above Exchange.
Abraham, Ezra, Logan, W.
Alves, A. A. Matheson, R. T.
Bagram, J. T. Nissim, A.
Benjamin, V. Perry, I. S.
Birkett, H. Pestonji, R.
Croucher, N.V.A. Potts Geo. H.
Ellis, F. M. Potts, P. C.
Gould, Joseph. Raymond, E. M.
Gutterros, A.A. Silva, P.M.N. da
Hough, T. F. Smyth, F. R.
Lammert, Geo. A. Tester, P.
Lammert, H.A. Kew Fred.
By order of the Committee,
A. NISSIM,
Secretary.



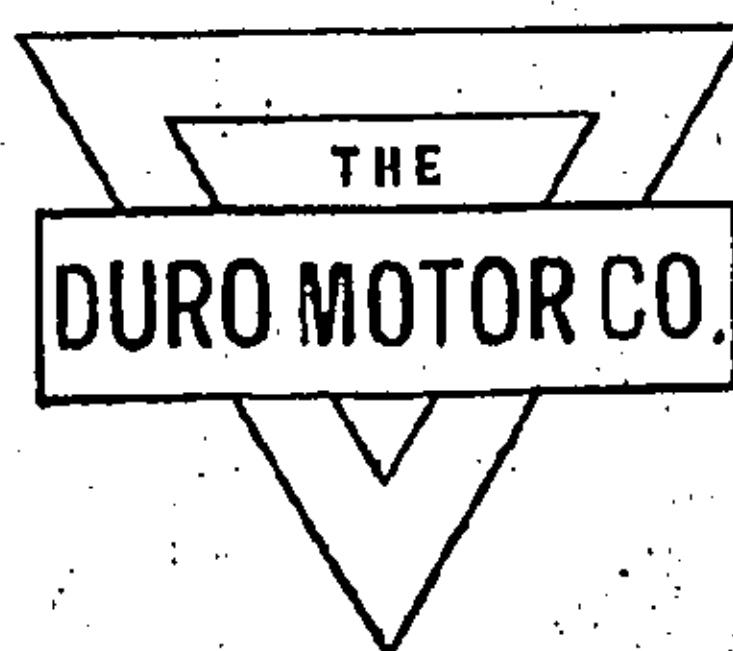
THOMAS H. INCE PRESENTS

CHARLES
RAY
in
"A Village Sleuth"

A Paramount Picture
Commencing
Sunday July 6th.
AT THE
QUEEN'S THEATRE

THE HONGKONG SOCIETY FOR THE PREVENTION OF CRUELTY TO ANIMALS.

NEW KOWLOON GARAGE.



ANNOUNCE THE OPENING OF THEIR NEW GARAGE & SERVICE STATION
IN THE OLD KOWLOON THEATRE BUILDING, NATHAN ROAD.
ON MONDAY, JULY 7.

Private cars stored and cleaned.
Livery service under careful management.
We have taken over the hiring business formerly conducted by the Dragon Motor Car Co. at 26 Nathan Road.
Firestone Tyres and Tubes.
Minor Repairs effected.

TEXAS GASOLINE, OILS AND GREASE.

WE AIM TO RENDER EFFICIENT, AND CAREFUL SERVICE UNDER CONSTANT EUROPEAN SUPERVISION.

THE DURO MOTOR COMPANY,
NATHAN ROAD,
(Old Kowloon Theatre Building, Kowloon).

Agents for the
DRAGON MOTOR CAR CO., LTD.

Easy! Quick!
"Gets-It"
for Corns

Everybody, everywhere needs to know what millions of folk have already learned about



"Gets-It" the guaranteed painless corn and callus remover. Any corn, no matter how deep rooted, disappears quickly when "Gets-It" is applied. Wonderfully simple, yet simply wonderful, because all serious corns with the first application. Get rid of your corn and wear shoes that fit. Costs but a trifle—everywhere, at all drug stores, or by mail from E. Lawrence & Co., Ltd., Chicago. "Gets-It" is sold in this city by all chemists.

HOME-MADE AEROPLANE.

New German Pastime.
The craze for light aeroplanes is catching on rapidly among the mechanically minded youth of Germany (it threatens to oust the tamer joys of "listening in"). Ever since the East Prussian schoolmaster, Herr Schulz, remained in the air for more than eight hours in a plane put together out of scrap material, broom-sticks and sardine tins, the young men have been tempted to fate in the air in all the open spaces round Berlin.
A fresh outlook has opened up for them since a still more daring young man fitted his ramshackle glider with the engine from his motor-bicycle and performed a

OXYGEN STARVATION.

Scientist's Experiment on Himself.

Professor Joseph Barcroft, lecturing at the Royal Institution recently, pointed out that the acute want of oxygen that is experienced by those who are attempting the ascent of Mount Everest simulates the effect of drunkenness or industrial fatigue. He had vivid recollections of experiments he had made on himself in a closed chamber lasting over a period of six days. The oxygen in the air that he was breathing was reduced to the conditions that climbers encounter at a height of 18,000 feet. A very interested observer who questioned him on the morning of the sixth day found that he had ceased to interest himself as to whether the conditions of the chamber represented 18,000 or 15,000 feet, and his reply to queries was: "It does not matter." He was then removed from the chamber, and burst into tears, thus affording conclusive evidence of an over-tired mind produced by a lack of oxygen.
Dealing with the experience of others, he said that he had known the best of companions become unruly when at an altitude of 15,000 feet, losing restraint, kicking stones over the precipices, and a source of solicitude to the guide. At 10,000 feet he had known the most respected and respectable University Don dress up his nouns with adjectives unknown in academic circles. He had known the most helpful of persons become sulky and morose. These were the things he meant when he said that acute oxygen want simulated alcoholia excess.

long cross-country flight at a low altitude with absolute precision. The attraction of these light machines is that they do not come within the prohibition of the Peace Treaty.

Supreme in all Tests
is all Tests
exchange
Pool
absolutely
corrosion and
concentration

ITALIT
ASBESTOS ROOFING SHEETS.

ENSURES.

(a) Rapid, Durable Weather-proof and safe construction.
(b) Economical and low initial cost and the elimination of breakage, maintenance and painting.
(c) Prevention of the spread of fire.

Double Strength.
Safe Load 420 lb. Concentrated at normal centres.

ITALIT is approved by the Board of Scientific Research.

Stock carried by
SHEWAN TOMES & CO.
HONGKONG.
Sole Agents.
Apply Import Department. Tel. C. 781.
St. George's Building.

Available in lengths 3' 6" to 6' 6" in widths 3' 6" to 6' 6" in pitch
Reduces temperature in interiors of buildings in the hottest weather.

FORTHCOMING AUCTION SALES.

Lammert Bros.

PUBLIC AUCTION

THE Undersigned have received instructions to sell by Public Auction
Wed., the 9th. July 1924.
commencing at 2.30 p.m.
at their Sales Room, Duddell Street.

A Quantity of Valuable Household Furniture.

comprising:—
Teak Hatstand, Chesterfield Couch, Tapestry Armchairs, Tables, Brass Fenders, Brass Ornaments, Curious, Curtains, Carpets, Rugs, etc., etc.
Extension Dining Table, Dining Chairs, Sideboards with Bevelled Mirrors, Dinner Wagon, Crockery, Glassware, etc.
Brass, Iron and Teak Bedsteads, Single and Double, Wardrobes, with Glass Doors, Dressing Tables, Rolled Top Desk, Marble Top Washstands, Revolving Chair, Screens, Pictures, etc.

One Jacobean Dining Room Suite (Powell's Make)
A QUANTITY OF BLACK-WOOD FURNITURE also

3 Enamelled Baths
1 Cabinet Gramophone
2 Phonographs
1 Teak Show Case
1 Teak Counter
1 Remington Typewriter
1 Corona Portable Typewriter.
2 Sets Ma Jong
and

One Cottage Piano by "Allison" (in fine condition)
Catalogues will be issued.
On View from Tuesday the 8th. July 1924.

Terms:—Cash on Delivery
LAMMERT BROS.
Auctioneers.

Lammert Bros.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on
Thursday, the 10th. July 1924.
commencing at 11 a.m.
at Messrs. Kwang Nguan Seng's Godown, Praya West.

31 Cases Bean Stick
5 Packages Brass Wire
2 Packages Preserved Olive
Terms:—Cash on delivery.
LAMMERT BROS.
Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on
Friday the 11th. July, 1924.
at 11 o'clock a.m.
at their Sales Room, Duddell Street.

20 Cases Cotton Cloth
Terms:—Cash on Delivery
LAMMERT BROS.
Auctioneers.

THE Undersigned have received instructions to sell by Public Auction,
Friday, the 11th. July 1924.
commencing at 5.15 p.m.
at their Sales Room, Duddell Street.

A Valuable Collection of Postage Stamps.
On View from Thursday the 10th. July 1924.
Catalogues will be issued
Terms:—Cash on Delivery
LAMMERT BROS.
Auctioneers.

Choosing After
an Exhaustive
Inspection

The

MORRISON
PIANO

Stands alone, used for
Broadcasting due to its

Great
Volume and
Superior
Quality
of Tone.

Sold on Cash or Convenient
Monthly payments.

Let us show you at
**TSANG FOOK
PIANO CO.**

84 a. Wanchai Road.
Telephone No. 2127.

CAN'T YOU EAT WHAT
YOU FANCY?

That's due to weak stomach—indigestion! You need Bismag Magnesia, as prescribed by doctors and used in hospitals. This wonderful remedy is quite harmless, but it prevents all possibility of pain or stops it instantly if it has started. Try it once and see the difference at your next meal. Bismag Magnesia costs very little, at any chemist's, and there is no doubt it is the world's safest, simplest, cheapest cure for all stomach troubles and for all like headaches, sleeplessness and languid weakness. But don't risk unknown preparations—see the word "BISMAG" in an oval device and get the kind the doctors take themselves.

The Sign of the Cross
BISMAG
See it on every Package

NOTICE

If you have come to bargain, you will find our prices the cheapest in the Colony for High Class English Groceries—Superior Quality American Provisions—Famous French Blend Toilet Articles—Cheap Grade German Perfumery—and Soap—Portuguese Special Make Cheese, and World Renowned Olive Oil &c.

J. P. VIEIRA REMEDIOS, & COMPANY,
No. 15, Queen's Road, Central. (1st. Floor.)
General Managers for "Variety Store." Tel. C. 4705.

GETZBEST

None better obtainable at any price.

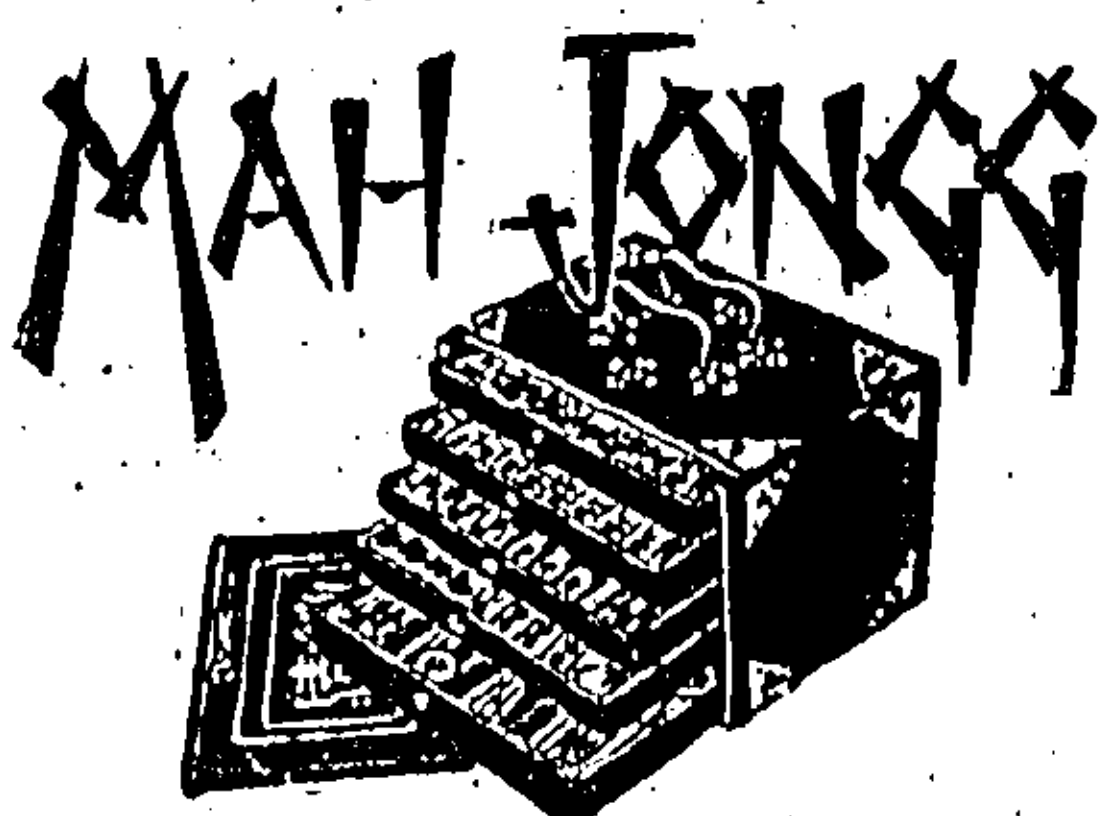
QUALITY
PURE FOOD PRODUCTS.

FRUITS, FISH,
VEGETABLES.

GETZBEST
ROYAL TASTE
OUR FLAG
INVINCIBLE.



GETZ BROS. & CO. OF THE ORIENT, LTD.
Bank of China Building.



Prices from \$12.50 to \$60.00

LABAQUERIA FILIPINA
LEADING TOBACCONISTS, OPPOSITE QUEEN'S THEATRE

FINAL SHOWING TO-DAY

SINCLAIR LEWIS' CELEBRATED NOVEL.

"MAIN STREET"

WITH

FLORENCE YIDOR AND
MONTE BLUE

SUPPORTED BY THE GREATEST CAST OF
CHARACTER ACTORS EVER ASSEMBLED.

SUNDAY, TO-MORROW

HOOT GIBSON AND
LAURA LA PLANTE

IN

"RIDE FOR YOUR LIFE"

IN THIS PICTURE YOU SEE HOOT GIBSON IN
THE TYPE OF ROLE THAT HAS MADE HIS
NAME FAMOUS—A LOVE-SICK COWPUNCHER
WHO LOVES THE PLAINS AND FEARS NO MAN.
YOU'LL SEE CALIFORNIA IN THE EARLY GOLD
RUSH DAYS WITH ITS ROARING CROWD,
SOME SEEKING FORTUNE FROM THE GROUND
AND OTHERS TAKING IT WHERE THEY COULD
FIND IT. PICTURESQUE & COLORFUL.

WORLD THEATRE

ROW IN A TEMPLE.

CHINESE PRIEST
CHARGED.

(Our Own Correspondent.)

Singapore, July 4.

A Chinese priest named Sin
Shin-tak is charged in Malacca
with a grave assault on a Chinese
woman in a temple at Bachang.
Three women went to the temple
to pray and one made a remark to
which the accused took exception.
It is alleged that the assault then
took place. The hearing was ad-
journed.

THE WORLD FLIGHTS.

Allahabad, July 4.—The Ameri-
can world fliers have arrived at
Multan.—Reuter.

STOWAWAY'S EXCUSE.

A coloured stowaway found in
the West African liner Zaria ex-
plained his presence by saying
that he was anxious to see the
British Empire exhibition, in
spite of the fact that he was
 penniless.

MANDATES SYSTEM.

HONGKONG
EX-GOVERNOR'S PAPER.

Sir Frederick Lugard, former
Governor-General of Nigeria, and
British member of the Permanent
Mandates Commission of the
League of Nations, read a paper
before the Dominions and Colonies
Section of the Royal Society of
Arts on "The Mandate System and
the British Mandates." Lord
Milner presided.

Sir Frederick Lugard explained
how the mandatory system came
to be applied to the former German
colonies and to such countries as
Iraq and Palestine and said that
the League of Nations afforded
such a supervisory body as was
needed. By insistence on being
consulted as to the terms of the
mandate, he thought that the
United States inferentially shared
responsibility for the mandates,
and it was to be hoped that before
long she would be represented on
the Mandate Commission, where
her co-operation would be of the
greatest value.

It was no small achievement in
the circumstances that the signa-
tores bound themselves to the
general principle of trusteeship.
There were, however, derelictions
from the conditions laid down by
Article 22, in relation to the selec-
tion of Mandatories, and in the
interpretation put upon the
French Mandates in West Africa
in relation to the recruiting of
troops in Mandated territory in
case of a general war—an inter-
pretation which precluded the pos-
sibility of neutralizing these ter-
ritories in time of war.

The United States had taken ex-
ception to the limitation of the
pledge of equal commercial oppor-
tunity to the Central African man-
dates. Whether the Mandatory
should purchase all materials for
public works and other supplies
in the cheapest market, and not
necessarily in its own, and whether
loans for the development of
the territory should be open to in-
ternational subscription, were
points which had so far not pre-
sented themselves for discussion.
In his opinion, it would have been
wise, whether Germany joined the
League or not, to throw open the
door to German commercial en-
terprise in her former colonies.
To deny access to direct sources
of supply of tropical raw materials
and markets, vitally necessary to
an industrial nation of 60,000,000
souls, must necessarily engender
bitterness and resentment, and
add to the incentives for a new
war. The mandate system stood
as an international acknowledgment
that civilization must be
made to mean something higher
than the aims and methods of the
development syndicate, or the as-
siduous cultivation of new wants
to afford markets for commerce.

Lord Milner's Speech.

Lord Milner said he had always
found difficulty in listening with
patience to criticisms about the bur-
den of our Colonial possessions.
Liberal treatment of dependent
territories invariably led in the
long run to the development of
the resources of the Colonies, and
directly or indirectly brought a
considerable acquisition of wealth
to this country. If the manda-
tory system was called into exis-
tence mainly as a way out of a di-
lemma, it was also partly the out-
come of the idealistic spirit in
which immediately after the war
a great many people approached
the problem of world resettlement.
It had to be admitted, however,
that in the long protracted nego-
tiations which resulted in the
mandates, the idealistic spirit was
often submerged by a return to old
rivalries and ambitions.

If first hopes had been fulfilled
and the mandates could have been
brought into force with reasonable
promptitude, such disasters as
befel the Christian populations of
America and other provinces of
Turkey would have been avoided.
More than that, the mandatory
system might have enabled a
prestige which would have enab-
led it to be gradually extended
to other parts of the world in
which it seemed that populations
were incapable without external
help of evolving any decent form
of government. Fate had willed
it otherwise. Nevertheless, the
system, in spite of curtailment and
a more or less mutilated form, re-
mained an important factor in the
international situation, and it was
well, therefore, that they should
take counsel as to the best use
that could be made of it.

With regard to Mesopotamia, he
did not know where we were, and
the one thing certain was that

whatever might be the ultimate
fate of Mesopotamia, the mandate
for it would never materialize in
its present form. Palestine, how-
ever, presented the best illustra-
tion we had of what could be ac-
complished under the mandatory
system. In respect of order,
justice, sound administration, and
material prosperity, Palestine had
made progress in the last six years
which would have been impossible
without disinterested external aid.
Owing to the peculiar history of
the country and to the fact that it
was sacred soil for three great
religious communities, it was a
country to which the principle of
trusteeship was specially appro-
priate. Palestine, he thought,
could never be the property of any
single nation.

Sir Horace Byatt and Mr. W.
Ormsby-Gore also spoke.

The company present included
the Archbishop of Canterbury,
Mme. Anna Wicksell, Sir Valentine
Chirol, and Sir R. Ho Tung.

TAIL LIKE GLOVED HAND.

A Fish New To Science.

A fish which a British Museum
expert reports is unlike anything
in the National Collection and is
apparently new to science, was
recently caught by the Hull
trawler St. Hubert, fishing off
Iceland.

Mr. T. Shoppard, curator of the
Hull Fisheries Museum, describes
it as being about a yard in length,
with flesh of a very soft and
flabby nature. The head is some-
what after the type of halibut,
but the entire surface is covered
with very sharp and hard conical
spines resembling pure white-
ivory. The skin itself is coal
black, like polished blacklead.

The tail resembles a gloved
hand with eight fingers, between
each of which is a thin web to
assist in swimming. In the
centre of the back is a long fish-
ing-rod like structure, apparently
used to attract the fish's prey.

Similar specimens, it is stated,
are found among fossils in the
older rocks of Britain.

From:--
7th. to 31st. July,
1924.

**MADAME
FLINTS'**

ANNUAL CHEAP SALE

BARGAINS IN ALL DEPARTMENTS

25% REDUCTION OFF ALL SUMMER GOODS.

CHINA BUILDING — 1ST. FLOOR.



Have you been affected by any distressing symptoms of eyestrain?
Have you been tormented with all sorts of remedies and have been given
over to painful anxiety?

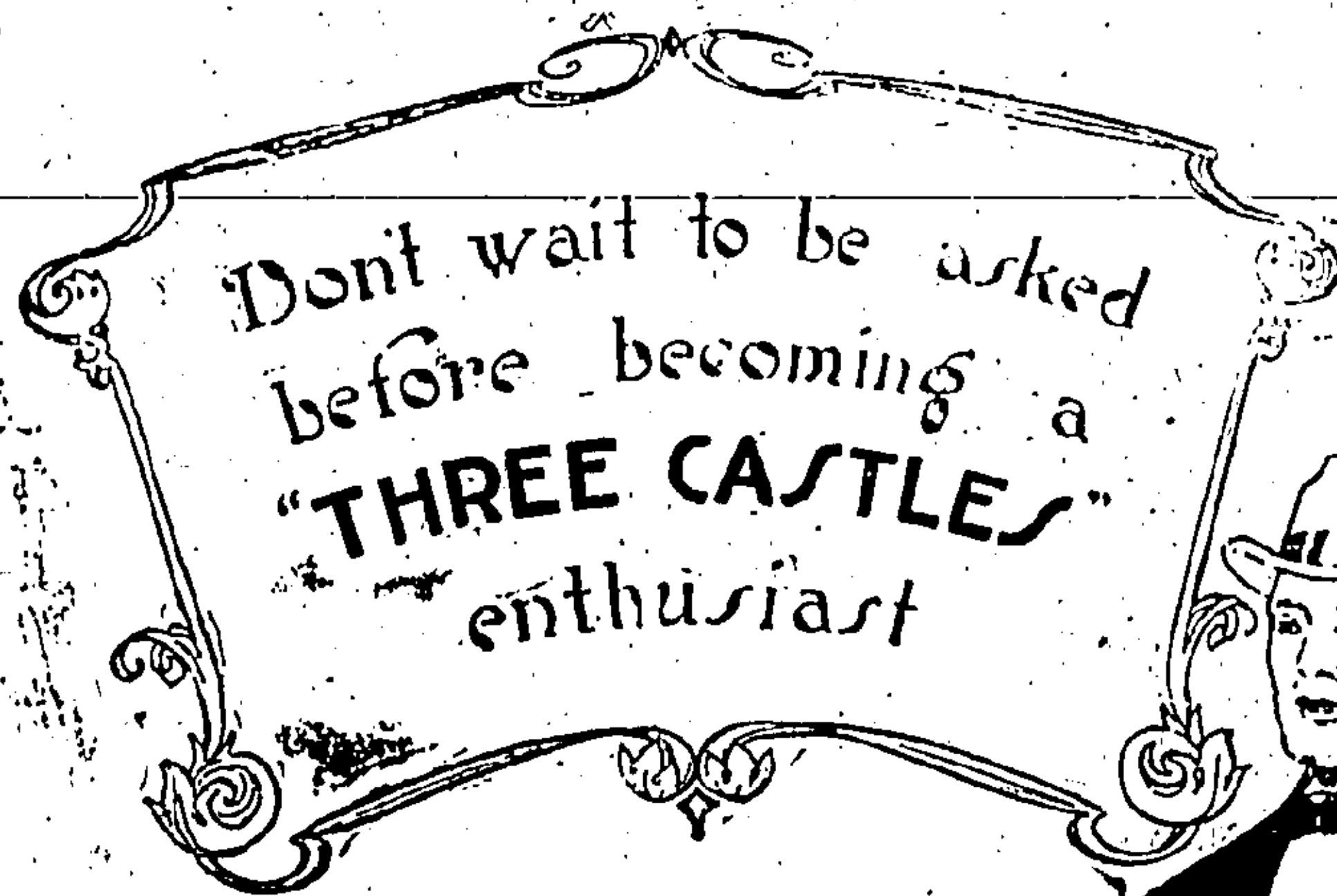
That's the defect of refraction. Come and consult with our
optometrist.

NATIONAL OPTICAL CO., LTD.

GRADUATE OPTICIAN
10, Queen's Road Central.

MASSAGE HALL
25 WYNDHAM STREET
MRS. H. MORITA
MR. H. SUGITA.

THE NEW FRANKLIN ARMY.
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3



MADE IN ENGLAND

This advertisement is issued by the British American Tobacco Co. (China) Ltd.

SIMPLEX PARTITIONS

FIBROUS PLASTER PARTITIONS & SUSPENDED
CEILINGS FOR OFFICE BUILDING & RESIDENCES

MADE OF

SIMPLEX STEEL STUDDING
FIBROUS GYPSUM BOARD
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ALL WORK EXECUTED UNDER EUROPEAN
SUPERVISION BY THE—

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China Buildings, 2nd. Floor

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NOTICE.

W. S. BAILEY
& CO., LTD.ENGINEERS & SHIPBUILDERS
KOWLOON.

HARBOUR REPAIRS

Tugs, Barges, Light Draft
and High Speed Vessels and
Motor Craft.

SOLE AGENTS FOR

KELVIN MOTORS

— PHONE —

Works Kowloon 21
Manager Kowloon 688

HARBOUR CALL FLAG 'L'

STEAM LAUNCH FOR SALE

GREEN ISLAND CEMENT
CO., LTD.

PORTLAND CEMENT.

In Casks of 375 lbs. net.
In Bags of 250 lbs. net.SHEWAN, TOMES & CO.
General Managers
Hongkong.

MASSAGE

Mr. N. AKAJI
Mrs. E. AKAJIGraduate of Tokyo Massage
School
No. 8 Queen's Rd. C. Phone C.4395

T. NAKAO

Japanese Shoe Export.
TORTOISE SHELL BOXES
and CASES A SPECIALTY.Astor House Hotel Building.
Queen's Road Central.

MASSAGE HALL

Mrs. S. UZUNOYE,
Expert Masseuse
37, Queen's Road Central,
2nd. Floor.

NOTICE.

METALS

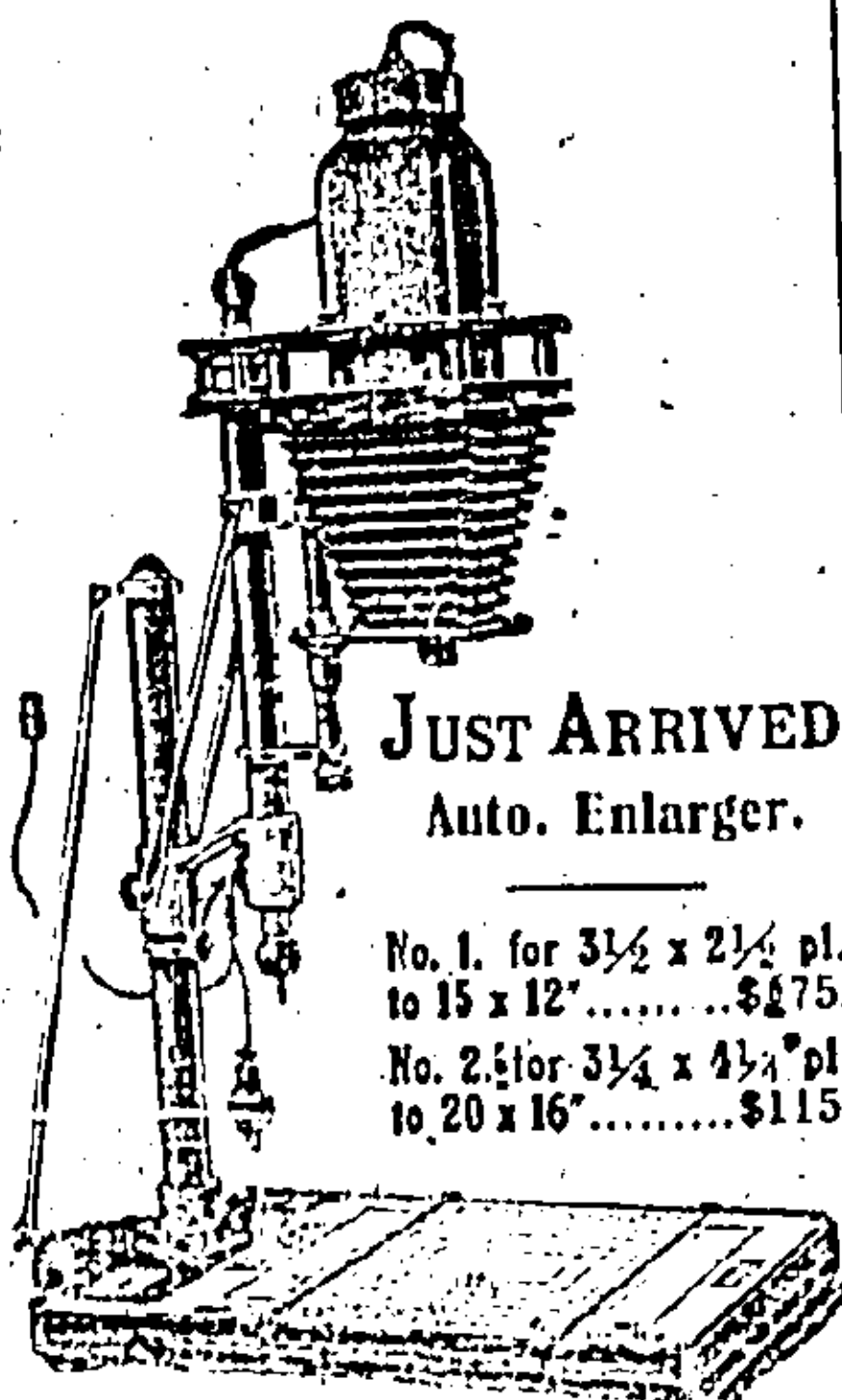
of all kinds especially for
ship-building and engineering
work. Complete stock. Best
terms. Immediate delivery

SINGON & CO.

Established A. D. 1880
HING LUNG ST.
Phone - Central 516.By Special arrangement with
the Committee of the Royal
Hongkong Golf Club, we
have been enabled to publish
an excellent book of views of

HONGKONG'S

GOLF COURSES

Call and those at the
MEE CHEUNG
ESTABLISHMENTS
Studio: Ice House Street
1st. Branch: Beaconsfield
Arcade
2nd. Branch: Main Corridor
of Hongkong Hotel.
Official Photographers to the
"Hongkong Telegraph"Mrs. SEKAI
MASSAGETel. No. 4483, 2nd. floor.
No. 2, Duddell Street, Hongkong.JUST ARRIVED
Auto. Enlarger.No. 1. for 3 1/2 x 2 1/4 pl.
to 15 x 12" \$275.
No. 2. for 3 1/2 x 2 1/4 pl.
to 20 x 16" \$115.

THE KWONG KWUI CO.

60, Queen's Road, Central
Telephone 2170.

EARLIER TELEGRAMS.

THE AMERICAN PRESIDENCY.

New York, July 4.

The Democratic Convention has adjourned after the sixty-first ballot. The deadlock is as strong as ever. The committee will meet again this afternoon to continue the balloting until a Presidential candidate has been nominated. The Convention has broken the record for the number of ballots made. The former record was held by Baltimore in 1860 when Stephen A. Douglas was nominated on the fifty-ninth ballot, but who was defeated in the subsequent election by Abraham Lincoln by a plurality of almost half a million votes.

In view of the deadlock the leaders have consulted in regard to amending the rules, but the managers for Messrs. MacAdoo and Smith have declined to accede thereto. Judge Rockwell on behalf of Mr. MacAdoo assailed the "favourite sons," who created the deadlock, as constituting an "outrageous travesty," but the favourite sons, unconcerned at the novel plan to end the deadlock, presented one delegate, who suggested that Mr. MacAdoo should be nominated President and Mr. Smith vice-President, forming a so-called "Protestant 'dry' and Catholic 'wet' ticket."—*Reuter's American Service.*

REDUCTION OF ARMAMENTS.

Moscow, July 4.

The Rosta News Agency publishes a declaration by Trotsky, ridiculing the recent statement in the House of Commons of Mr. Attlee, Under Secretary for War, that the strength of the red army is 1,300,000. He says the strength of the red army is now under 600,000, and that the Soviet will attempt further reduction. If Mr. Macdonald and M. Herriot take the initiative in the reduction of armaments in Europe, the Soviet will give them its entire support.—*Reuter.*

TURNING BLIND EYE ON TREATY.

London, July 4.

Commenting on the Chinese Government's decision to resume the full service loans, the *Manchester Guardian* says that the action of certain governments in continuing, from motives of self-interest to turn the blind eye on the treaty concluded five years ago, is not an inspiring example of financial morality, and it is a good thing that China, for her part, has now seen fit to bring the episode to an end.—*Reuter.*

PRINCES TO ATTEND OLYMPIC GAMES.

London, July 4.

The Prince of Wales, as the Honorary President of the British Olympic Association, and Prince Henry left for Paris this morning to attend the opening of the Olympic Games.—*Reuter.*

THE HUNGARIAN LOAN.

New York, July 4.

It is announced that the whole American share in the Hungarian loan has been subscribed.—*Reuter.*

SIAMESE PRINCE IN PARIS.

Paris, July 4.

Prince Parachatra, brother of the King of Siam, has arrived in Paris, where he will stay for a month.—*Reuter.*

RENTS CASE.

"BREEZE" IN COURT.

The case in which two Chinese landlords of a house at Queen's Road East were charged with inducing their tenants to quit by pulling down the roof of the premises, again came before Mr. R. E. Lindell at the Magistrate's yesterday afternoon.

Mr. M. K. Lo, for the prosecution, said he was instructed that a settlement in the form of adequate compensation to the complainants had been reached to the satisfaction of both parties concerned. If this was confirmed by the defence, he would ask his Worship to allow him to withdraw the summons. In doing so, however, he wished to make it clear that he did not desire in any way to withdraw anything he had said in his outline of the case as regards the conduct of the complainants.

Mr. Campbell Prosser, for the defence, said that through the instructions he had received on Thursday night that a settlement had been reached on terms imposed by the complainants. These terms would never have been acknowledged by the legal advisers had they been asked for advice. Their advice to the complainants was still to fight this case to the very end. If in view of what had

taken place, his Worship thought the summons should be withdrawn he would raise no objection, but would like to make it clear that the terms had been made without the knowledge of the legal advisers.

In answer to the Magistrate as to whether he wished to proceed with the case, Mr. Prosser said, he did not object to the withdrawal of the summons provided it was clear that the legal advisers of the complainants would never have consented to these terms.

The Magistrate: It is clear that Mr. Lo does not want to withdraw the allegations he made in the charge.

To the Bitter End.

Mr. Prosser reiterated the same statement, adding that his advice to the complainants now was to fight to the bitter end. He had a complete answer to every allegation made. But in view of the fact that the terms had been settled he had no option but to leave it to the discretion of his Worship as to whether he should allow the withdrawal.

Mr. Lo said this was a most curious thing from the Bar. Mr. Prosser's statement mystified him as to why he (Mr. Prosser) was in Court and whether he was still instructed or not.

Mr. Prosser: My whole complaint is that we, the legal advisers of the defendants, were never told by the solicitor on the other side

SUMMER
OUTFITTINGWE ARE NOW SHOWING THE NEW
IDEAS IN MEN'S WEAR.HATS, SHIRTS, COLLARS,
TIES, HOSIERY, Etc., ARE
IN THE VERY BEST STYLES AND
MOST TASTEFUL COLOURINGS.WE SPECIALLY RECOMMEND YOU
TO OUR LINE OF—

"DE JALENE"

SHIRTS AND PYJAMAS

IN NEAT, EXCLUSIVE DESIGNS WHICH WILL MAKE
AN IMMEDIATE APPEAL.OUR PRICES ARE VERY LOW—WHEN THE GENUINE
QUALITY AND HIGH TONE OF THESE GOODS ARE
CONSIDERED.DO NOT FAIL TO CALL ON US BEFORE MAKING
YOUR FINAL SELECTION.

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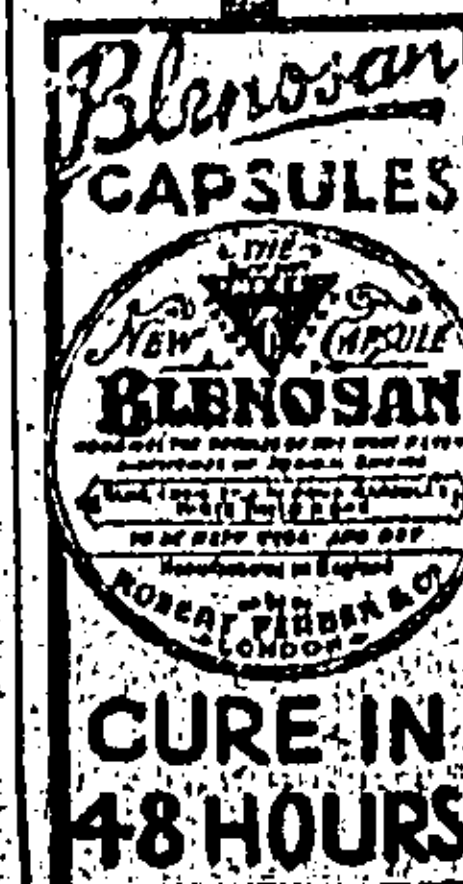
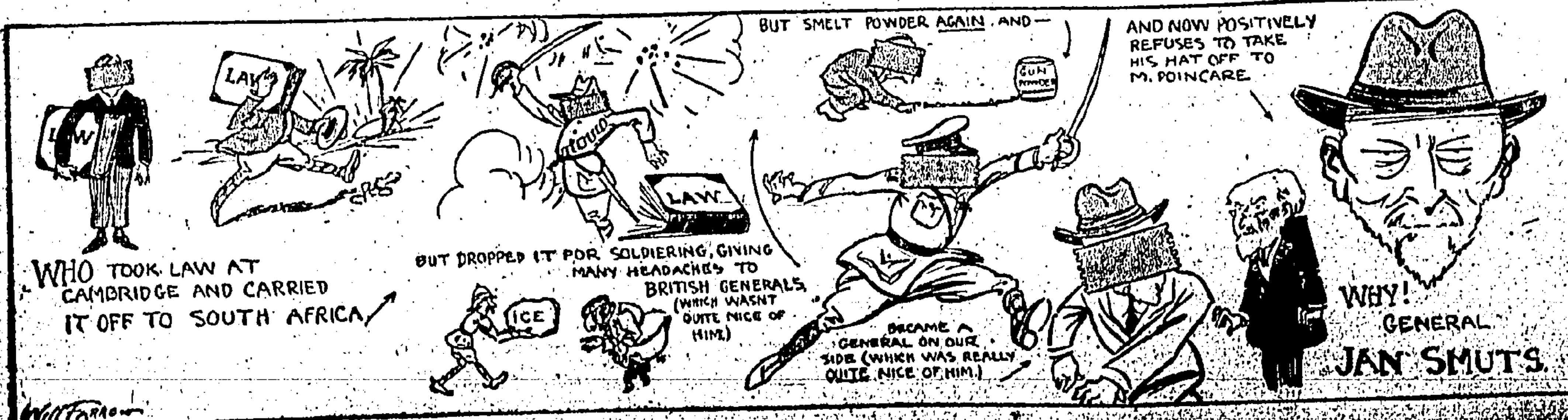
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SATURDAY

JULY 5, 1924

日四初月六

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MISS MCKANE'S GREAT VICTORY.

HISTORIC FINAL AT WIMBLEDON.

AMERICAN SUPREMACY IN MEN'S DOUBLES.

Wimbledon, July 4.
The weather was cool and cloudy with intermittent sun. There was a large attendance including H. M. the Queen, and the Duke and Duchess of York.

In the final of the Ladies Singles Championship, Miss McKane beat the American, Miss Wills 4-6, 6-4, 6-4.

In a thrilling final, only indomitable will and courage enabled Miss McKane's wonderful recovery against the brilliant and hard-driving American. Miss McKane lost the first set and was 1-4 down in the second. She then won six games running and the 15,000 spectators cheered her to the echo. Thereafter Miss McKane seemed inspired. She hit harder than ever, keeping a magnificent length and placing and volleying superbly. Miss Wills played wonderful tennis and was invulnerable on the back-hand, but this was countered by the Britisher's clever anticipation, net play and beautiful sideline strokes. There had never been such a cheer at Wimbledon as marked Miss McKane's victory.

MEN'S DOUBLES SEMI-FINALS.

On the centre court, in the semi-final of the Men's Doubles, Williams and Washburn beat Lycett and Godfree, the holders 4-6, 12-10, 6-3, 7-5. Lycett retired with an injured leg.

The Americans were always slightly better, though Williams really carried them through. Lycett excelled in making most remarkable saves and was splendid at close volleying. Towards the end he rather overdid poaching, but otherwise this was his best display in the championships. He sprained his ankle in attempting to retrieve, and though he continued for one game in great pain he eventually retired. Godfree was good at service and over-head work.

In the other semi-final of the Men's Doubles, the Americans Richards and Hunter, beat the Africans Raymond and Spence 6-4, 6-4, 6-2.

The African pair were beaten but not disgraced. Raymond's weak ankle being again a handicap. The Africans, nevertheless, hit hard and volleyed magnificently. Spence making miraculous returns. Richards was the star of the match and he frequently left the Africans standing by his middle court drives. Hunter was safe and accurate and both killed most effectively at the net.

MIXED DOUBLES SEMI-FINALS.

In the semi-finals of the Mixed Doubles, Godfree and Mrs. Shepherd Barron beat Wooman and Mrs. Covell 6-4, 4-6, 6-4; whilst Gilbert and Miss McKane beat Lamb and Miss Harvey 6-2, 6-4.

Reuter.

ANGLO-FRENCH MISUNDERSTANDING.

LONDON GREATLY SURPRISED.

PARIS NEWSPAPERS HIGHLY INDIGNANT.

London, July 4.
Political circles in London are greatly surprised at the French attitude with regard to the Chequers conversations. It is maintained that the British Government has done nothing contrary to any understanding with the French Government in causing an account of the happenings at Chequers to be communicated to the other Allies. It is emphasised that there is no intention whatever of interfering with the work of the Reparations Commission but the Commission cannot deal with matters outside the Treaty provided in the Dawes Report. Britain is submitting no hard and fast decision or proposal, but is merely suggesting its own view and repeating expressions used at Chequers which are not binding without consultation with its Allies.

The Anglo-French misunderstanding over the terms of the invitation to the July conference appears to centre round the French contention that the British Foreign office inserted in its invitation to the July conference suggestions amounting to a suppression of the authority of the Reparations Commission. An authoritative statement has been issued in London, already cabled, and this was handed to the French Ambassador, who interviewed Sir Eyre Crowe to-day. A clearing up of misunderstanding is anxiously awaited at the Quai d'Orsay, where there are hopes of a satisfactory explanation from Britain, but it is realised that the difficulty of reaching an agreement at the London conference may be considerably increased. The situation is most embarrassing for M. Herriot in view of the debate on foreign policy in the Senate on July 8th, when he will be asked to explain the apparent contradiction between the complete agreement at Chequers and the disagreement with regard to German defaults in the execution of the Dawes plan.

FRENCH NOTE TO BRITAIN.

Paris, July 4.
M. Herriot has despatched a Note to Britain, stating that France does not consider herself bound by the British suggestions accompanying the invitations to the London Conference.

The newspapers have sounded a chorus of protest such as has not been heard for many months. They declare that Mr. Ramsay MacDonald has virtually renounced the Treaty of Versailles. The *Journal Debats* advocates French abstention from the conference until it is assured that no proposal infringing the Treaty will be discussed.—Reuter.

SOUTH AFRICA AGAIN DRAW.

At Bradford the match between Yorkshire and South Africa was continued before a thousand spectators. There were interruptions owing to rain.

Yorkshire scored 147 for 4, and declared (Oldroyd 33, not out, and Sutcliffe 30). Dixon took 3 for 39.

The South Africans replied with 24 for 3 and the match was

DUTCH ARMAMENTS CONTRACT.

The Hague, July 4.

The Second Chamber has passed a vote of credit of two millions florins to the account of the War Department estimates, to enable them to carry out a contract with Armstrong. Whitworth for delivery of war material, and has also passed a Bill facilitating co-operation between the Holland East Africa and Holland South Africa companies.

YOUTH IN HONGKONG.

SNOBBERY AND THE CONVENTIONS.

Effects of A Fetish.

A writer in the current *St. John's Cathedral Notes*, describing some aspects of youth in this Colony, says:

"What can we say (from observation it needs be confessed, not experience) are the chief difficulties of girl's life in Hongkong? The main difficulty is of course abundance of evidence of the womenfolk who are not engaged in business, have not enough to do. This, we shall assume for purpose of argument, gets to the heart of the matter.

The servant problem does not exist in any intense form in this Colony. Labour is cheap, servants are numerous and easy to obtain. And so in the first case the young girl in Hongkong is not called upon to perform those minor household duties which would ordinarily fall to her lot. So much is this the case that pleasure becomes almost unconsciously the main pursuit in life. This for the first year or two is no less than thrilling. But the unfortunate thing is that the thrill does not last. The problems of life may be evaded for a time, but they certainly cannot be solved by the mere pursuit of pleasure. And so after a time the young girl is not satisfied with those things. They have become ordinary, tame, and humdrum. What is needed is something more exhilarating—something with a sense of intoxication in it.

IN A GROOVE.

And another great difficulty is that one gets into a rut so quickly. In such a small place as Hongkong when everyone knows more than everything about everyone else, it is not a little difficult to be independent and to take wide views. To be completely sheeplike is the hallmark of fashion. The phrase "My dear, such a thing is not generally done" often kills good intentions and splendid aspirations. It is really the sign that the young are positively frightened by the bogey of an obsolete Public Opinion. We are reluctantly compelled to believe that all but the very few, become in time victims of what the more modern psychologists call the Cowdon Complex. No one of course really knows who is the goddess of the "is-not-generally-done cult," but to be in the fashion one must follow the lead.

What are the remedies? The most important seems to be the creation of what we might call a saner and more Christian outlook on life—a more enlightened Public Opinion.

ASPECT OF EVOLUTION.

Altitude of residence must not be confused with elevation of mind, social precedence must be allied to social responsibility. Snobbery should be despised as being the possession of those whose social evolution has been a trifle too rapid. Self-centred idleness should not be regarded as an ideal, but rather as a disease. Here it may be that the Churches can help, if they will preach more boldly that "much will be required of those to whom much is given," and that the place of pleasure in the well-balanced life is not primary nor even secondary. The pursuit of Beauty, Truth, and Goodness should be held up as the real thing, and it should be made perfectly clear that the most strenuous life is the religious life.

But any important alteration for the better must of necessity come from the younger generation, and we venture to think, from the girls of the Colony. The influence they could exert is far more powerful than they imagine. If only they would assert their real independence and find their perfect freedom in service, then the present difficulties of Hongkong would disappear and everyone

"SEISTAN" STRANDING.

COURT'S FINDING.

Master Severely Censured.

The finding by the Marine Court of Enquiry into the stranding of the s.s. Seistan was given this morning, the master of the steamer being severely censured. The Court comprised: Lieut. Commr. Conway-Hake R.N.R. (President), Lieut. Commr. C. R. H. Harvey, O.B.E., R.N., Superintendent of the R.N. Chart Depot, Capt. J. R. Gorrie (s.s. Ruthonia), Capt. S. S. Morse (s.s. Kiangsu) and Capt. S. O. Milford (s.s. Suisang).

The President read the finding as follows: "We find that the British s.s. Seistan, Official Number 89,430 of Hongkong, of which David Thomas (Certificate of Competency No. 001,183 of Liverpool) was Master, left Hoihow with passengers and cargo at 5 a.m. on 12th June, 1924, bound for Hongkong.

"At 0.30 a.m. on 14th June, ship was steering on N. 56° E. (true) course when bearings of Gap Rock Light and Great Ladrone Island were taken, placing the ship two (2) miles South of the latter. At 0.55 a.m. heavy rain set in, the course was altered to N. 76° E. (true) and speed reduced to 8 knots. At 3.10 a.m. land was sighted on the Port beam, helm was put hard a port; at 3.14 a.m. land was sighted on the Starboard beam, engines were put full speed astern and at 3.17 a.m. ship struck the West side of Hongkong Chau.

"The Court consider that the ship's position at 0.30 a.m. was not known to any degree of accuracy as only two bearings were taken with an angle of 150° between them and from this doubtful position we are of opinion that the Master navigated his ship with insufficient and unseamanlike care in that he neglected in setting his course to allow for the set of the tide, but taking into consideration that after the ship struck, everything was done by the Master in a seamanlike manner for the safety of the ship, her passengers, and crew and eventually the ship floated off and made for Hongkong Harbour under her own steam, the Court adjudge the Master, David Thomas, to be severely censured."

CORRESPONDENCE.

(To the Editor of the "Hongkong Telegraph.")

Pandemonium in Kowloon.

Sir,—Referring to the letter by "Pax" under the above heading in yesterday's paper, I have no hesitation in confirming his statements and in associating myself with his sentiments. I had not thought it possible that Britishers could behave in such a manner. Moderation in all things is an excellent motto, but in the instance the conviviality was taken even further than the ordinarily accepted meaning of the word "extreme." On no occasion is this desirable, even if only on the score of consideration to others, and especially so when Britishers live amongst a large foreign population in a British Colony. I am sending direct to the host of this memorable evening an advance copy of this letter.

Yours etc.

R. J. VINT.

Kowloon, July 5th, 1924.

BASEBALL LEAGUES.

THE LATEST RESULTS.

New York, July 4.
Latest baseball results are:
National League:
Boston 5, Brooklyn 6.
Chicago 4, Cincinnati 3.
American League:
Philadelphia 10, New York 5.
Detroit 3, Chicago 4.

WUCHOW FLOODS.

ALARMING OUTLOOK.

Big Loss of Life.

Latest news from Wuchow and environs shows that the floods, reported a few days ago, have increased to an alarming extent, and already exceed the severe ones of 1914. On June 29th the height of the river was 57 feet, the next day it was nearly 65, and on July 2nd was over 73 feet. Practically every part of the town is inundated, and the houses in the low-lying suburbs are completely submerged. It is expected that the disastrous flooding which occurred in 1915 (when the water in the river rose to 79 feet) will be duplicated.

A heavy rain-squall on July 1st added to the sufferings of the people in the district. Boats were sunk, houses collapsed, and considerable other damage was done. The flight of the poor people has become pitiable in the extreme. Irreparable damage and loss has been suffered through the inundation of a wide area of agricultural land, all rice and vegetable crops being ruined.

LOSS OF LIFE.

There has apparently been a big loss of life directly owing to the flood, but details are lacking. The streets of Wuchow have become playing-grounds for the rats, and the inhabitants are existing as best they can on the roofs of their dwellings. A serious aspect of these floods on the West River is the number of dykes that have collapsed. River traffic is being interfered with owing to the strong current now running, and the Canton-Samsui railway service is interrupted.

It is hoped that conditions will improve shortly, as the water level appears to be stationary, and the various officials and associations in the neighbourhood are arranging relief measures for the stricken area. Funds are being raised, and supplies accumulated for moving up to the spot directly the floods commenced to subside.

PIRACY PREVENTION.

EXEMPTION FROM REGULATIONS.

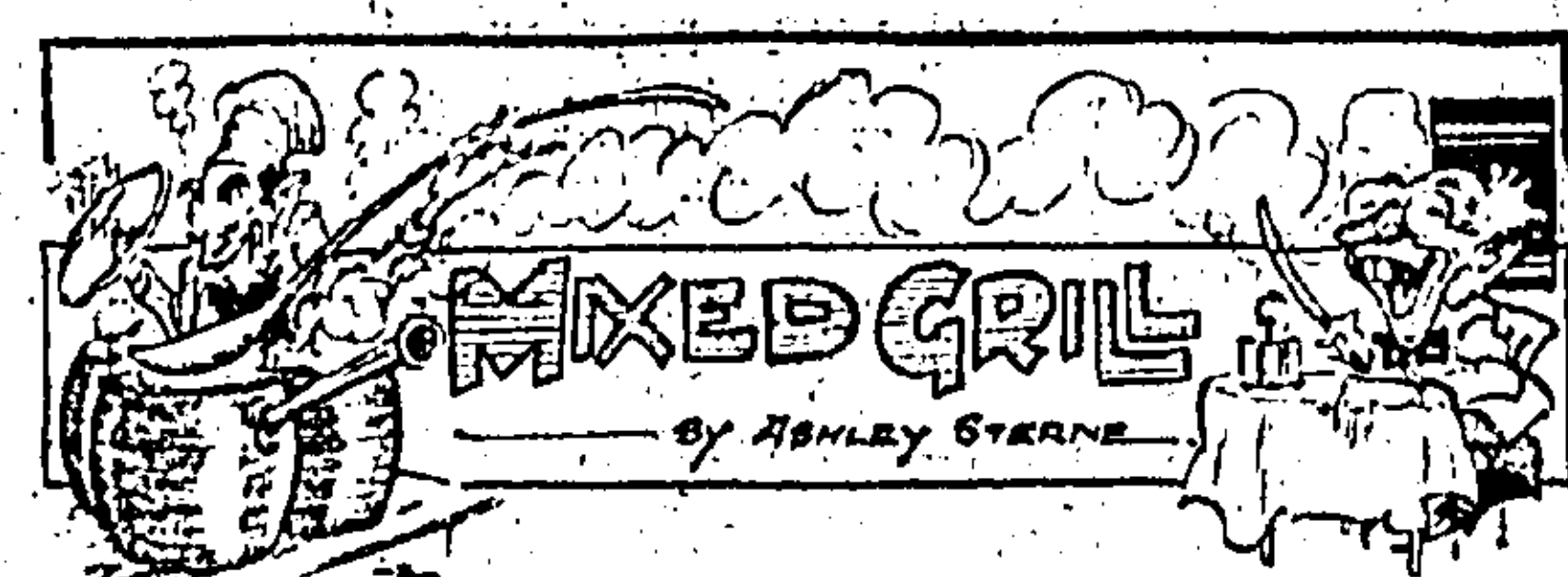
It is notified in the *Gazette* that the Governor-in-Council has, under the provisions of section 20 of the Piracy Prevention Ordinance 1914, granted exemption from the provisions of such Ordinance to every sea-going ship proceeding from Hongkong to any port or place on the Canton River, or the West River, or any river in the interior of the Kwong-tung Province, for the purpose of discharging or loading cargo at such port or place or proceeding from such port or place to Hongkong after fulfilling such purpose, which does not during the voyage to or from such port or place carry any passengers other than such number of coolies, embarked at Hongkong, as the Harbour Master of Hongkong may in his absolute discretion think necessary for effecting the discharge or loading of cargo at such port or place and for the carriage of which during such voyage he shall have issued a permit.

SUGAR SHIP ON FIRE.

London, July 4.
A message from Omuta, Japan, says the steamer *Manchester* Civilian, on the voyage from Java to Vancouver with a cargo of sugar, is afire in number two hold. Water is being pumped in.

TO-DAY.

Closing Exchange 24, 4/10/24



I am greatly perturbed to learn from a recent official return that sleepy sickness is on the increase. Apparently one can be afflicted with it for quite a long time without its presence being detected one of the disease's most disturbing characteristics in the earlier stages. This fact, however, serves to explain much of the inattention which the public so often encounters in Government departments. A friend of mine once took a lease to Somerset House to be stamped, and was kept waiting at the counter for well, sufficient to say he was clean-shaven when he went in, but emerged with a beard and whiskers like the Hanging Gardens of Babylon. When a comatose clerk eventually enquired his business my friend, merely said:

"I did want this lease stamped, but it doesn't matter now—it's expired."

For years my friend attributed that clerk's dilatoriness to sheer Governmental laziness. He now knows the poor fellow was merely in the throes of incipient sleepy sickness.

The amiable fellow, wearing a small cauliflower in his button-hole, who was recently found in the offices of the Lord Chancellor enquiring at what hour the Great Seal was to be fed, has now been restored to the County Asylum.

Some unkind things have been uttered by the musical critics a propos of two of America's newest gems of minstrelsy imported over here, to wit, "Do Shrimps Make Good Mothers?" and "Does the Spearmint-Lose-its-Flavour on the Bed-Post Overnight?" Exception has been taken to these most expressive and illuminating titles; but surely this is all for the best? At all events, one knows what the song is all about before one buys it, which is more than we can claim for some of our home products.

The above titles afford no possible loop-hole for misunderstanding, the one being purely concerned with the question of maternal solicitude displayed by the lower crustaceae, and the other with the possible evaporation of certain essential oils when exposed to the air.

Here we are not so precise. Somebody tells me, for example that "The Lost Chord" and "My Dear Soul" are two songs which will suit my voice admirably, and I order them from the local tunesmith on the assumption that the former has something to do with hanging up pictures and the latter with the extortionate price of fish, only to find upon subsequent examination that—well, I needn't expatiate.

But reverting again to the two American songs, one critic, I notice, appears to be specially incensed by what he calls the absurdity of the lyrics. But I should like to ask the highbrow one whether he can find any American goods to beat the following British-born gem of poetry which I once heard sung in a suburban music-hall:

"Why don't you be an angel, Daddy,
Away up in the sky?
I want you to be an angel, Daddy,
Along of Mar and I."
Mr. Edmund Gosse is reported to have exclaimed on reading the above: "Browning never wrote anything approaching it."

Experiments have recently been made, I hear, with a new anesthetic called hydrochloride of diethylaminobenzoyldimethylcarbinol. I am without information as to how far its employment in surgery is likely to prove effective, but I should

Owing to my rhyming dictionary having been lost in the spring cleaning (it isn't in the coal-box where I usually keep it, but I expect it will eventually be discovered on one of the bookshelves,) there will be no poetry this week.

But stay! What about a little *vers libre*? No rhymes, no reason, no meter required; only a few frothy burblings exurgitated from a poet-soul. As for subject, almost any old thing will do, such as the dead cat I saw yesterday floating on one of the Hampstead Heath ponds. So hand me the muffled drums and the muted triangle, and let me intone—

A CATAFALQUE.

A bloated tom-cat.
Feet in the air.
Flots
On the pond's green scum.
It's apparently lost its brick.
Otherwise
It wouldn't float.
But would suffer a sea change
Down in the mud.
All among the tadpoles
And newts,
Broken ginger-beer bottles,
Empty sardine-tins,
Monkey nut shells,
Loamy saucopans,
Old boots,
And, possibly,
A suicide or two.
Poor Pussy!

Overheard at Newmarket:—"I hear Bertie Slacker has given up backing horses?"
"Yes, He says he can't possibly bet and live within his wife's income."

M. Paul Poirot, the autocrat of the world of feminine fashion, who tells ladies where their waists have got to be, and decides the length of their skirts for them, has now issued a decree to the effect that they are to stop having slim ankles and grow thick ones instead. And the poor things are terribly upset about it, for it is well known to pathologists that, though it is possible by careful overfeeding and meticulous attention to pedal exertion to make a slim ankle thick, there is no known method by which a thick ankle can be made slim again. Women are noble creatures, and will cheerfully disfigure themselves in the great cause of fashion, so long as no permanent distortion of the body shall result. But now for the first time they are faced with the alternative of looking like a piano for life or of earning the scorn of M. Poirot. Personally, I hope the ladies will kick at thick ankles, as I feel that they are more shinned against than shinning, so to speak. Moreover, if they give way on this point, the day will come when Paul will order them to grow calves in proportion. Then there will be another rumpus, since, from time immemorial, it has been one of Society's unwritten laws that fatted calves are the inalienable prerogative of prodigal sons.

ANSWERS TO CORRESPONDENTS.

M.U.G.—You have misunderstood the Act. It does not compel you to marry your deceased wife's sister.

ETHEL—I cannot possibly advise you as to the best powder to use during the hot weather unless you tell me whether you require tooth-powder, or face-powder, or face-powder, or face-powder.

R.A.T.S.—Gravy stains may be removed from the top of your piano with a speck of bacon grease with a red-hot poker.
D.LIT.—The author of the quotation "The glory that was Greece and the grandeur that was Rome" was the famous French dramatist, Comte de Voltaire.